

ETHANAC TRAVEL CENTER PROJECT CUP 22-05002 AND CUP 22-05003

DRAFT ENVIRONMENTAL IMPACT REPORT SCH No. 2024010850

JULY 2024

Lead Agency:

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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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CUP 22-05002 and CUP 22-05003

Draft Environmental Impact Report

SCH No. 2024010850

LEAD AGENCY: CITY OF PERRIS

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July 2024



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- D. Noise Study
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1.0 EXECUTIVE SUMMARY

PROJECT LOCATION

The Ethanac Travel Center Project (Project) site is located in the City of Perris within the County of Riverside. The Project site is located in the southeast portion of the City, at the northwest corner of Trumble Road and Ethanac Road. The Project site is comprised of two parcels (APNs 329-250-011 and 329-250-012) totaling approximately 14.4 acres.

Regional access to the site is provided via the Escondido Freeway (Interstate [I]-215) to the west and from State Route 74 (SR-74) to the north. Local access to the site is provided from Ethanac Road and Trumble Road.

PROJECT SUMMARY

The Project site is currently vacant and undeveloped with land cover consisting primarily of disturbed non-native weedy species that have been heavily influenced by human activities such as discing. Several mature trees are located within the eastern portion of the site, along the Project site's southern boundary, adjacent to Ethanac Road. A dirt path cleared for vehicle access extends south and west from Trumble Road near the southeast corner of the site to Ethanac Road, generally in the location of the terminus of Encanto Drive at Ethanac Road.

The City of Perris General Plan Land Use Map (General Plan Land Use Element Figure LU-2) designates the Project site as Community Commercial. The Community Commercial (CC) designation is intended to provide for retail, professional office, and service oriented business activities which serve the entire city. This category is implemented by the Community Commercial zone. It typically includes general retail, entertainment, service, and food uses.

The City of Perris Zoning Map designates the zoning for the Project site as Commercial Community (CC). Perris Municipal Code, Chapter 19.38, *Commercial Community (CC)* identifies the permitted uses and property development standards for properties within the CC zones, respectively.

The Ethanac Travel Center Project involves the proposed construction and operation of a travel center facility at the Project site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The proposed uses are allowed uses within the CC zone subject to Conditional Use Permits. In addition to onsite improvements, the Project would provide offsite roadway/right-of-way improvements on Trumble Road and Ethanac Road.

The proposal would require a Conditional Use Permit (CUP) to allow for the proposed passenger/truck fueling station and approval of a CUP for the proposed drive-thru restaurant. The Project would also require a variance to allow for a larger pole sign and increased height within the northwest corner of the site due to visibility restrictions associated with the Ethanac overpass.



PROJECT OBJECTIVES

Pursuant to State CEQA Guidelines Section 15124(b), the EIR project description must include “[a] statement of objectives sought by the proposed project...The statement of objectives should include the underlying purpose of the project”. The following Project objectives are established for the proposed Project:

- Provide a travel center/fueling station adjacent to and visible from the regional highway system.
- Generate additional revenues to the City in the form of increased sales and property tax revenues.
- Design a project that is consistent with the City’s General Plan land use and zoning designations for the site, and is compatible with surrounding land uses.
- Locate a travel center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Provide one-stop travel-related amenities and services to professional drivers and motorists traveling on the I-215 Freeway and within the local area.
- Support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning and supported by market conditions.
- Provide a mixture of on-site uses that reduces vehicle miles traveled through internal capture and serves existing truck trips and motorists on the I-215 Freeway.

ENVIRONMENTAL IMPACTS AND MITIGATION SUMMARY

The environmental impacts of the proposed Project, the impact level of significance prior to mitigation, identification of any mitigation measures, if relevant, and the impact level of significance after mitigation are summarized in Table 1-1, Summary of Environmental Impacts and Mitigation Measures.



**Table 1-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Mitigation Measures	Significance After Mitigation
5.1 Air Quality		
AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less Than Significant Impact.
AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<p>AQ-1: The Project Applicant/Facility Owner or Operator shall ensure that upon Project operation, for trucks owned or operated by the Project Applicant/Facility Owner or Operator that access the site, only ultra-low sulfur diesel fuel or biodiesel blended with sulfur content of 15 ppm or less shall be used, so long as such fuel is commercially available.</p> <p>AQ-2: The Project Applicant shall install and maintain perimeter landscaping that includes vegetation and a tree canopy (which may include structural solar canopies).</p> <p>AQ-3: The Project Applicant shall ensure that the Project building(s) exceeds applicable Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.</p> <p>AQ-4: The Project Applicant shall devise and implement a property maintenance plan during Project operation that includes sweeping parking lots regularly to remove road dust, tire wear, brake dust, and other contaminants.</p>	Significant and Unavoidable Impact.
AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	No mitigation measures are required.	Less Than Significant Impact.
AQ-4: Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?	No mitigation measures are required.	Less Than Significant Impact.



Table 1-1 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Significance After Mitigation
Would the project, combined with other related projects, conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Refer to Mitigation Measures AQ-1 through AQ-3.	Significant and Unavoidable Impact.
Would the project, combined with other related projects, expose sensitive receptors to substantial pollutant concentrations?	No mitigation measures are required.	Less Than Significant Impact.
Would the project, combined with other related projects, result in other emissions such as those leading to odors adversely affecting a substantial number of people?	No mitigation measures are required.	Less Than Significant Impact.
5.2 Greenhouse Gas Emissions		
GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Refer to Mitigation Measures AQ-1 through AQ-4. GHG-1: The Project Applicant shall implement water-efficient irrigation systems, such as "smart" irrigation control systems, to automatically adjust watering schedules in response to environmental and climate changes (e.g., changes in temperature or precipitation levels). GHG-2: The Project Applicant shall only plant native or drought-resistant trees and vegetation.	Significant and Unavoidable Impact.
GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No mitigation measures are required.	Less Than Significant Impact.



Table 1-1 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Significance After Mitigation
Would the project, combined with other related projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Refer to Mitigation Measures GHG-1, GHG-2, and AQ-1 through AQ-4.	Significant and Unavoidable Impact.
Would the Project, combined with other related cumulative projects, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No mitigation measures are required.	Less Than Significant Impact.
5.3 Noise		
NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No mitigation measures are required.	Less Than Significant Impact.
NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	No mitigation measures are required.	Less Than Significant Impact.
NOI-3: For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related projects, result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No mitigation measures are required.	Less Than Significant Impact.



Table 1-1 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Significance After Mitigation
Would the Project, combined with other related projects, result in generation of excessive groundborne vibration or groundborne noise levels?	No mitigation measures are required.	Less Than Significant Impact.
For a project located within the vicinity of a private airstrip or 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, combined with other related projects, expose people residing or working in the project area to excessive noise levels?	No mitigation measures are required.	Less Than Significant Impact.
5.4 Transportation		
TR-1: Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation measures are required.	Less Than Significant Impact.
TR-2: Would the Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	No mitigation measures are required.	Less Than Significant Impact.
TR-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation measures are required.	Less Than Significant Impact.
TR-4: Would the Project result in inadequate emergency access?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related cumulative projects, conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related cumulative projects, conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?	No mitigation measures are required.	Less Than Significant Impact.



Table 1-1 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Significance After Mitigation
Would the Project, combined with other related cumulative projects, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No mitigation measures are required.	Less Than Significant Impact.
Would the Project, combined with other related cumulative projects, result in inadequate emergency access?	No mitigation measures are required.	Less Than Significant Impact.

SUMMARY OF PROJECT ALTERNATIVES

ALTERNATIVE 1- NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The Project site is currently vacant and undeveloped with land cover consisting primarily of disturbed non-native weedy species that have been heavily influenced by human activities such as discing. Several mature trees are located within the eastern portion of the site, along the Project site's southern boundary, adjacent to Ethanac Road. A dirt path cleared for vehicle access extends south and west from Trumble Road near the southeast corner of the site to Ethanac Road, generally in the location of the terminus of Encanto Drive at Ethanac Road.

The No Project Alternative would retain the site in its current condition. The proposed travel center, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators, would not be developed.

ALTERNATIVE 2- HOTEL AND CONVENIENCE STORE/GAS STATION

Alternative 2 would involve development of the site with a 150-room hotel and a gas station with 24 fueling positions and a convenience store; travel amenities and truck fueling facilities would not be provided. The convenience store and gas station would generally be located within the eastern portion of the site and the hotel would be located within the western portion of the site. Access would occur from Ethanac Road and Trumble Road. This Alternative assumes landscaping, fencing, signage, including an illuminated hi-rise pylon sign, and bioretention basin would occur similar to the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.

ALTERNATIVE 3- SHOPPING CENTER

Alternative 3 would involve development of the site with a 200,000-square-foot shopping center. Access would occur from Ethanac Road and Trumble Road. Similar to the proposed Project, this Alternative would



be consistent with the General Plan and zoning designations for the site and would comply with municipal code requirements regarding setbacks, heights, landscaping, etc. Similar to the Project, a variance would be required for an illuminated hi-rise pylon sign to advertise on-site commercial uses. Due to the nature of the shopping center, the size of the sign would likely be greater than proposed by the Project to accommodate the various tenants. This Alternative assumes a bioretention basin would occur similar to the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.

ALTERNATIVE 4- DISCOUNT SUPERSTORE AND FAST-FOOD RESTAURANTS

Alternative 4 would involve development of the site with an approximately 120,000-square-foot discount superstore and 10,000 square feet of fast-food restaurant space with drive-thru, with the potential for up to three tenants. Access would occur from Ethanac Road and Trumble Road. Similar to the proposed Project, this Alternative would be consistent with the General Plan and zoning designations for the site and would comply with municipal code requirements regarding setbacks, heights, landscaping, etc. Similar to the Project, a variance would be required for an illuminated hi-rise pylon sign to advertise on-site commercial uses. This Alternative assumes a bioretention basin would occur similar to the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.

“ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (State CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project.

A comparative analysis of the proposed Project and each of the Project alternatives is provided below. Based on the analysis provided above, the No Project Alternative is the environmentally superior alternative because it would avoid or lessen most the impacts associated with development of the proposed Project.



Environmental Issue	Alternative 1 No Project/No Development	Alternative 2 Hotel and Convenience Store/Gas Station	Alternative 3 Shopping Center	Alternative 4 Discount Superstore and Fast Food Restaurants
Air Quality	▼	▼*	▼	▼
Greenhouse Gas Emissions	▼	▼*	▼*	▼*
Noise	▼	▼	▼	▼
Transportation	▼	▲	▲	▲
Notes: ▲ Indicates an impact that is greater than the Project (environmentally inferior). ▼ Indicates an impact that is less than the Project (environmentally superior). = Indicates an impact that is equal to the Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.				

As discussed above, if the “No Project” Alternative is identified as the environmentally superior alternative, an environmentally superior alternative must also be selected amongst the other alternatives. Accordingly, both Alternative 3 – Shopping Center and Alternative 4 – Discount Superstore and Fast-Food Restaurants would be the environmentally superior alternatives among the other alternatives and are discussed below.

In comparison to the proposed Project, both the Shopping Center Alternative and Discount Superstore and Fast-Food Restaurants Alternatives would eliminate the significant and unavoidable impact associated with air quality. Although neither Alternative would eliminate the Project’s significant and unavoidable greenhouse gas (GHG) emissions impact, GHG emissions would be reduced under both Alternatives compared to the proposed Project. Neither, the Shopping Center Alternative, nor the Discount Superstore and Fast-Food Restaurants Alternative would meet all the Project objectives. As discussed above, neither Alternative would provide a fueling station adjacent to and visible from the regional highway system, nor provide a travel center and associated amenities. Therefore, the Alternatives would not provide these specific services to professional drivers and motorists traveling on the I-215 Freeway and within the local area. Further, the Alternatives would not reduce vehicle miles traveled through internal capture and would not serve existing truck trips and motorists on the I-215 Freeway.



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2.0 INTRODUCTION AND PURPOSE

The California Environmental Quality Act (CEQA) specifies that before a public agency decides to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the Project’s potential environmental impacts, give the public an opportunity to comment on the environmental issues, and identify feasible measures to avoid or reduce potential harm to the physical environment. The Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) are located within the California Code of Regulations (CCR), Title 14. Natural Resources, Division 6. Resources Agency, Chapter 3: Guidelines For Implementation of the California Environmental Quality Act as Amended December 28, 2018, Sections 15000-15387, while the CEQA Statute is codified as California Public Resources Code Division 12. Environmental Quality Statute, as Amended in 2023, Sections 21000-21189.91.

2.1 PURPOSE OF THE EIR

The purpose of this Environmental Impact Report (EIR) is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures, if needed, to avoid or lessen the potentially significant effects of the proposed Ethanac Travel Center Project (Project). This EIR addresses the Project’s potential environmental effects, in accordance with State CEQA Guidelines Section 15161, Project EIR. As referenced in State CEQA Guidelines Section 15121, Informational Document, as an information document, the EIR will:

- Inform public agency decision-makers and the public generally of the significant environmental effects of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to the project.

The mitigation measures that are identified may be adopted as “Conditions of Approval” to minimize the significance of impacts resulting from the Project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the Project. The City of Perris (which is the lead agency and has the principal responsibility of processing and approving the Project), and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit issuance process, will consider the information in this EIR, along with other information that may be presented during the CEQA process.

Environmental impacts are not always able to be mitigated to a level considered to be less than significant; in those cases, impacts are considered to be significant and unavoidable impacts. In accordance with State CEQA Guidelines Section 15093, Statement of Overriding Considerations, when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. State CEQA Guidelines Section 15093 requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide



environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

This EIR analyzes the Project’s potential environmental effects to the degree of specificity appropriate to the proposed actions, as required by State CEQA Guidelines Section 15146, Degree of Specificity. The analysis considers the activities associated with the Project to determine the short- and long-term effects associated with their implementation. This EIR discusses the Project’s potential direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with State CEQA Guidelines Sections 15087, Public Review of Draft EIR and 15105, Public Review Period for a Draft EIR or a Proposed Negative Declaration or Mitigated Negative Declaration, this Draft EIR is circulated for a 45-day public review period. The public is invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR within the purview of CEQA and the State CEQA Guidelines. All comment letters received will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Lupita Garcia
City of Perris, Development Services Department
135 North D Street
Perris, CA 92376
Email: lgarcia@cityofperris.org

FINAL EIR

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR (if any), and the City’s responses to all written comments addressing environmental concerns raised in the comments of responsible trustee agencies, the public, and any other reviewing parties. After the Final EIR is completed, and at least ten days prior to the EIR certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies and parties.

2.3 EIR SCOPING PROCESS

NOTICE OF PREPARATION

In compliance with State CEQA Guidelines Section 15082, Notice of Preparation and Determination of Scope of EIR, the City of Perris provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the Draft EIR, efforts were made to contact various Federal, State, regional, and local government agencies, and other interested parties to solicit comments on the scope of review in this document.



A Notice of Preparation of a Draft EIR (State Clearinghouse Number 2022090073) was distributed to various responsible agencies, trustee agencies, and interested parties, including the Office of Planning and Research State Clearinghouse). Hardcopies of the Notice of Preparation and Initial Study were made available for review at the City of Perris Development Services Department. An electronic copy of the Notice of Preparation and Initial Study were also made available on the City’s website. The Notice of Preparation was distributed on January 26, 2024, with the 30-day public review period concluding on February 26, 2024. Additionally, the Notice of Preparation was posted by the Riverside County Clerk on January 25, 2024. The purpose of the Notice of Preparation was to formally announce the preparation of a Draft EIR for the proposed Project and, that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the EIR. The Notice of Preparation provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR. In addition, notice of a Draft EIR Scoping Meeting for the Project was included in the Notice of Preparation.

The Notice of Preparation and Initial Study are provided as Appendix A, Notice of Preparation/Initial Study, and the Notice of Preparation comment letters are provided as Appendix B, Notice of Preparation Comment Letters.

Table 2-1, Summary of Written Comments Received During the Notice of Preparation Comment Period, summarizes the written comments that were received and the issues that were raised.



Table 2-1
Summary of Written Comments Received During the Notice of Preparation Comment Period

Organization/ Individual	Summary of Comments	Location in Draft EIR (or Initial Study) in which Comment/ Environmental Issue Area is Addressed
Riverside County Flood Control and Water Conservation District	The Riverside County Flood Control and Water Conservation District provided a standard letter notifying the City that the proposed Project involves the District’s proposed Master Drainage Plan facilities, <i>Romoland MDP Line A-11a</i> . The District also noted it will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required.	Addressed in Initial Study Section: - 4.10, Hydrology and Water Quality
South Coast Air Quality Management District (AQMD)	The South Coast AQMD provided a standard letter requesting all future environmental notices/documents including all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files be made available to the South Coast AQMD. The agency notes its role as a Responsible Agency and recommends that the final CEQA document be revised to include a discussion about any and all new stationary and portable equipment requiring South Coast AQMD air permits, an evaluation of their air quality and greenhouse gas impacts, and identify the South Coast AQMD as a Responsible Agency for the proposed Project. The agency recommends that the Lead Agency use the South Coast AQMD’s CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses and provides sources for mitigation measures.	Addressed in Draft EIR Sections: - 5.1, Air Quality - 5.2, Greenhouse Gas Emissions



Table 2-1 (continued)
Summary of Written Comments Received During the NOP Comment Period

Organization/ Individual	Summary of Comments	Location in Draft EIR or Initial Study in which Comment/ Environmental Issue Area is Addressed
Eastern Municipal Water District (EMWD)	The EMWD provided a standard letter stating proponents of implementing development projects shall consult the EMWD’s Development Services Department to compare proposed and existing water demands and sewer flows and prepare a Design Conditions report to identifies facilities to serve implementing development projects and recommends a meeting with the Project proponents in the site design and development states.	Addressed in Initial Study Sections: - 4.10, Hydrology and Water Quality - 4.11, Land Use and Planning - 4.19, Utilities and Service Systems
City of Menifee	The City of Menifee expresses concerns that the Project may have the potential for other significant impacts in addition to greenhouse gas emissions such as aesthetics specific to the above ground storage tanks, walls, and truck parking areas, and the pole sign/freeway sign. Additionally, the City of Menifee Public Works/Engineering Department provided comments related to the traffic analysis to appropriately analyze traffic impacts of the Project to Menifee streets and identify improvements necessary to address and minimize the impacts. The City requests that all future environmental notices/documents be made available to the City of Menifee Planning Department for review.	Addressed in Initial Study Section: - 4.1, Aesthetics Addressed in Draft EIR Sections: - 3.0, Project Description - 5.4, Transportation

A Draft EIR Scoping Meeting was held on February 21, 2024 at 6:00 p.m. with the City of Perris Planning Commission in the Perris City Council Chambers. The intent of the meeting was to provide background information on environmental impact reports, provide a brief overview of the Project, and solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. After the presentation, attendees were provided the opportunity to provide comments on the scope and content of the Draft EIR. The verbal comments provided by the Planning Commission during the scoping meeting are summarized in Table 2-2, Summary of Verbal Comments Provided During the Draft EIR Scoping Meeting. No comments were received from the public.



Table 2-2 (continued)
Summary of Verbal Comments Provided During the Draft EIR Scoping Meeting

Topic	Summary of Comments	Location in Draft EIR or Initial Study in which Comment/ Environmental Issue Area is Addressed
Greenhouse gas emissions	Greenhouse gas emissions and potential impacts associated with new truck trips with the Project and other development projects being considered in the area (cumulative impact).	Addressed in Draft EIR Section: - 5.2, Greenhouse Gas Emissions
Traffic	Ensure traffic counts are updated to reflect more current traffic conditions and cumulative impacts with recent approvals in the City of Menifee and anticipated development in the area are considered. Safety associated with combining of vehicles from the Project site and uses in the City of Menifee. Site-specific ingress and egress and circulation.	Addressed in Draft EIR Section: - 5.4, Transportation
Hazards and Hazardous Materials	Hazardous materials associated with shop building; specific to trucks.	Addressed in Initial Study Section: - 4.9, Hazards and Hazardous Materials
Noise	Cumulative noise and vibration, considering recent approvals in the City of Menifee and changed development conditions.	Addressed in in Draft EIR - 5.3, Noise
Aesthetics	Location along the freeway; truck bay doors facing the streets and offramp. Views from freeway and surrounding roads.	Addressed in Initial Study Section: - 4.1, Aesthetics Addressed in Draft EIR Section: - 3.0, Project Description



2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

Section 1.0, *Executive Summary*, provides summaries of the Project description, environmental impacts, and mitigation measures.

Section 2.0, *Introduction and Purpose*, provides CEQA compliance information and the organization of the Draft EIR.

Section 3.0, *Project Description*, provides a detailed Project description indicating Project location and setting, Project characteristics, objectives, phasing, and associated discretionary actions required.

Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, potential Project impacts, and recommended mitigation measures, if needed, for the following environmental topic areas:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation

Section 6.0, *Other CEQA Considerations*, discusses the potential long-term implications of the proposed action and irreversible changes on the environment that would be caused by the proposed Project, should it be implemented. The Project's potential growth-inducing impacts, including the potential for economic or population growth are also discussed.

Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the Project or its location that could avoid or substantially lessen the Project's significant impacts and still feasibly attain the Project's basic objectives.

Section 8.0, *Environmental Effects Found Not To Be Significant*, provides a summary of the discussions provided in the detailed Initial Study and the effects dismissed in the Initial Study as being less than significant and therefore not discussed in detail in the EIR.

Section 9.0, *Report Preparers*, identifies all Federal, State, and local agencies, other organizations, and individuals consulted.

Appendices, contains the Project's technical documentation.



2.5 INCORPORATION BY REFERENCE

Pursuant to State CEQA Guidelines Section 15150, Incorporation By Reference, an EIR may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the EIR's text.

The references outlined below were utilized during preparation of this EIR. These documents are available for review online via the City's website.

City of Perris Comprehensive General Plan 2030, various dates (General Plan). The General Plan constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction. It evaluates the existing conditions and provides long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through its Goals, Objectives, Policies, and Programs, the General Plan serves as a decision-making tool to guide future growth and development decisions.

The Perris General Plan is comprised of the following elements:

- Land Use Element, adopted April 26, 2005; 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Amendment, adopted August 30, 2016
- Housing Element, adopted August 17, 2022
- Circulation Element, adopted January 11, 2022
- Conservation Element, adopted July 12, 2005; Sustainable Community Amendment adopted February 18, 2008
- Noise Element, adopted August 30, 2016
- Safety Element, adopted January 25, 2022
- Open Space Element, adopted March 14, 2006
- Healthy Community Element, adopted June 9, 2015
- Environmental Justice Element, adopted January 25, 2022

Environmental Impact Report City of Perris General Plan 2030 SCH No. 2004031135, Certified April 26, 2005 (General Plan EIR). The General Plan EIR analyzes the potential environmental impacts that would result from implementation of the Perris General Plan. Implementation of General Plan 2030 would result in development of vacant lands in the City, and redevelopment of existing sites in the downtown. Development of vacant lands consistent with General Plan 2030 is projected to result in the following growth in the City throughout the year 2030: approximately 13,700 additional residential units, representing an estimated 134 percent increase in total housing units by 2030; approximately 1,973,640 additional square feet of commercial uses, representing an estimated 134 percent increase in retail and office uses by 2030; and approximately 7,077,360 additional square feet of industrial uses, representing an estimated 217 percent increase in industrial uses by year 2030. General Plan 2030 projections anticipated a population of 83,570, employment of 23,973, 23,877 dwelling units, and 13,794,253 square feet of non-residential building area. The General Plan EIR concluded significant and unavoidable impacts concerning Population, Housing, and Employment; Air Quality; Transportation and Circulation; and Land Use and Planning.



City of Perris Focused General Plan Update Initial Study and Mitigated Negative Declaration, adopted November 2021 (Focused General Plan Update Initial Study/MND). In 2021, the City also updated the General Plan Housing Element and Safety Element and prepared a new Environmental Justice Element. The Focused General Plan Update Initial Study/MND was prepared to analyze the potential environmental effects associated with implementation of the updated Housing and Safety Elements and the new Environmental Justice Element. The Housing Element Update identified 13 Housing Opportunity Areas, assuming implementation of an overlay zone, to accommodate the City's 2021-2029 Regional Housing Needs Allocation (RHNA), resulting in the potential for 8,782 dwelling units. The Initial Study/MND determined impacts would be less than significant or less than significant with the implementation of mitigation measures for all environmental topical areas.

City of Perris Municipal Code (Municipal Code). The Municipal Code consists of all the regulatory, penal, and administrative ordinances of the City of Perris. It is the method the City uses to implement control of land uses in accordance with the General Plan goals and policies. The City of Perris Development Code (Development Code), Title 19 of the Municipal Code, carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the City. The Development Code is adopted to protect the public health, safety, and welfare of the City. The enactment of the Development Code is intended to implement the growth and development of the community in a proper and orderly manner as provided by the Perris General Plan for the maximum benefit of the community.



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3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The Ethanac Travel Center Project (Project) site is located in the City of Perris within the County of Riverside; refer to [Figure 3-1, *Regional Map*](#). The Project site is located in the southeast portion of the City, at the northwest corner of Trumble Road and Ethanac Road. The Project site is comprised of two parcels (APNs 329-250-011 and 329-250-012) totaling approximately 14.4 acres; refer to [Figure 3-2, *Project Location*](#).

Regional access to the site is provided via the Escondido Freeway (Interstate [I]-215) to the west and from State Route 74 (SR-74) to the north. Local access to the site is provided from Ethanac Road and Trumble Road.

3.2 EXISTING SETTING

ON-SITE LAND USES

The Project site and vicinity have historically been used for agriculture. The Project site is currently vacant and undeveloped with land cover consisting primarily of disturbed non-native weedy species that have been heavily influenced by human activities such as discing. Several mature trees are located within the eastern portion of the site, along the Project site's southern boundary, adjacent to Ethanac Road. A dirt path cleared for vehicle access extends south and west from Trumble Road near the southeast corner of the site to Ethanac Road, generally in the location of the terminus of Encanto Drive at Ethanac Road; refer to [Figure 3-2](#).

GENERAL PLAN AND ZONING

The City of Perris General Plan Land Use Map (General Plan Land Use Element Figure LU-2) designates the Project site as Community Commercial; refer to [Figure 3-3, *Existing General Plan Land Use*](#). The Community Commercial (CC) designation is intended to provide for retail, professional office, and service oriented business activities which serve the entire city. This category is implemented by the Community Commercial zone. It typically includes general retail, entertainment, service, and food uses.

The City of Perris Zoning Map designates the zoning for the Project site as Commercial Community (CC); refer to [Figure 3-4, *Existing Zoning*](#). Perris Municipal Code, Chapter 19.38, *Commercial Community (CC)* identifies the permitted uses and property development standards for properties within the CC zones, respectively.

SURROUNDING USES

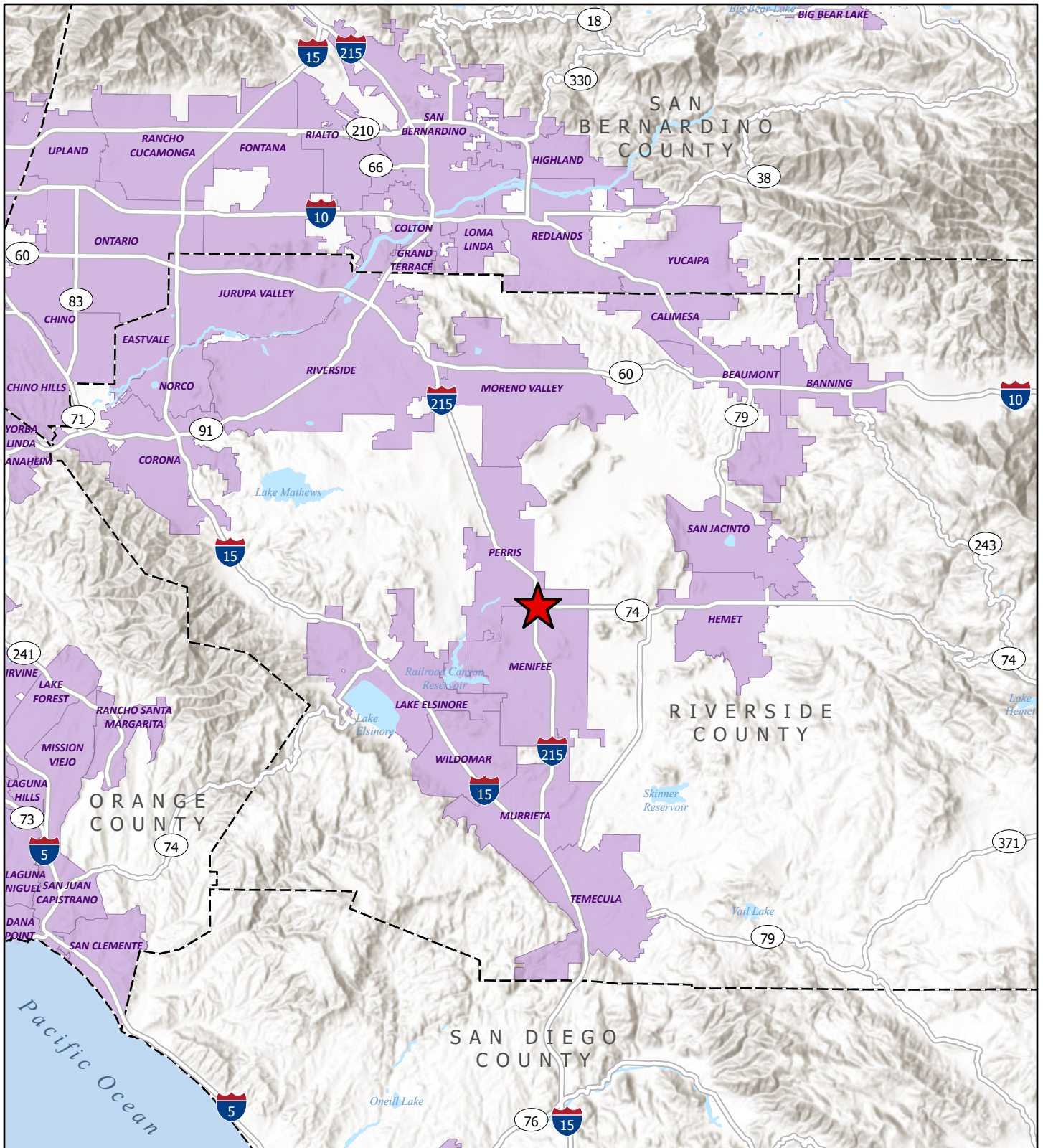
Uses surrounding the Project site include:

- **North:** Directly north of the Project site is vacant, undeveloped land with annual grasses, similar to the Project site. Further north, north of Illinois Avenue are commercial and business park uses. The properties to the north of the Project site are designated CC by the Perris General Plan Land Use Map and are zoned CC by the Perris Zoning Map. Additionally, several parcels adjacent to the



western portion of the Project site and the parcels north of Illinois Avenue contain a Planned Development (PD) Overlay.



- East: Directly east of the Project site is Trumble Road. East of Trumble Road is undeveloped land designated CC by the Perris General Plan Land Use Map and zoned CC by the Perris Zoning Map. Properties east of Trumble Road are currently proposed for development of a convenience store/gas station and automated car wash and a proposed General Plan Amendment, Change of Zone, Tentative Parcel Map (TPM 38600), and Development Plan Review (DPR 22-00030) for the development of a 412,348-square-foot high-cube distribution warehouse (Ethanac Logistics Center). Further north, at the southeast corner of Trumble Road and Illinois Avenue, are residential uses, located within the adjacent City of Menifee.
- South: South of the Project site is Ethanac Road. South of Ethanac Road is primarily undeveloped land with a Shell Gas Station, Circle K convenience store, and Alberto's Mexican Food restaurant located at the southwest corner of Ethanac Road and Trumble Road. Parcels south of Ethanac Road are designated CC by the Perris General Plan Land Use Map and zoned CC by the Perris Zoning Map. Southeast of Ethanac Road and Trumble Road are auto-oriented commercial uses located within the adjacent City of Menifee.
- West: Directly west of the Project site is the I-215 northbound on-ramp.

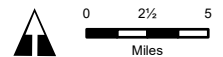


**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-1. Regional Map

Legend

-  Project Location
-  Incorporated Area
-  County Area
-  Water Feature






Sources: California State Geoportal; ArcGIS Online World Hillshade Map Service.
Map date: September 9, 2022.

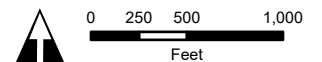


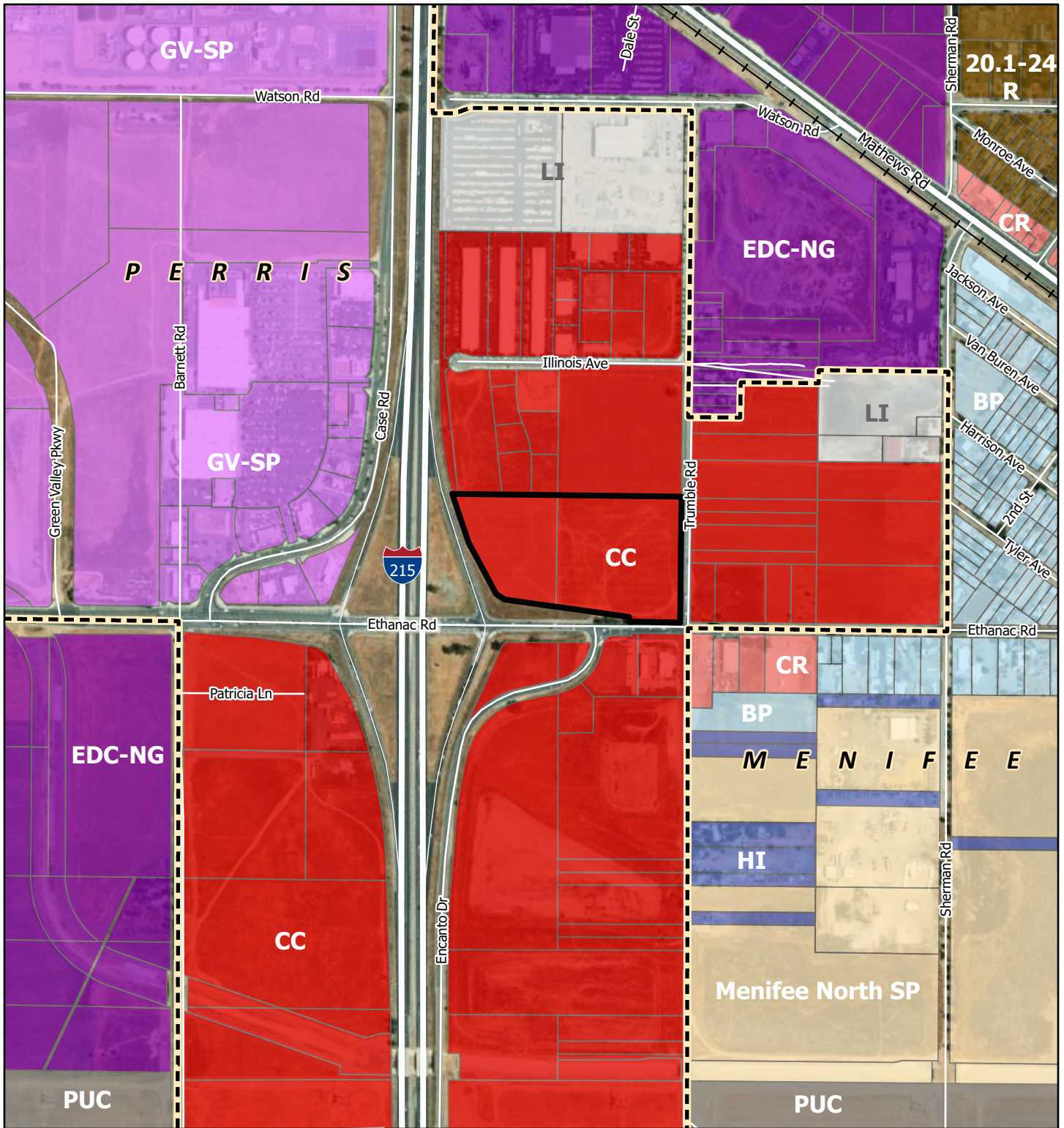
**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-2. Project Location

Legend

-  Project Boundary
-  Project Parcels
-  Incorporated Area



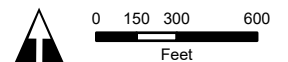


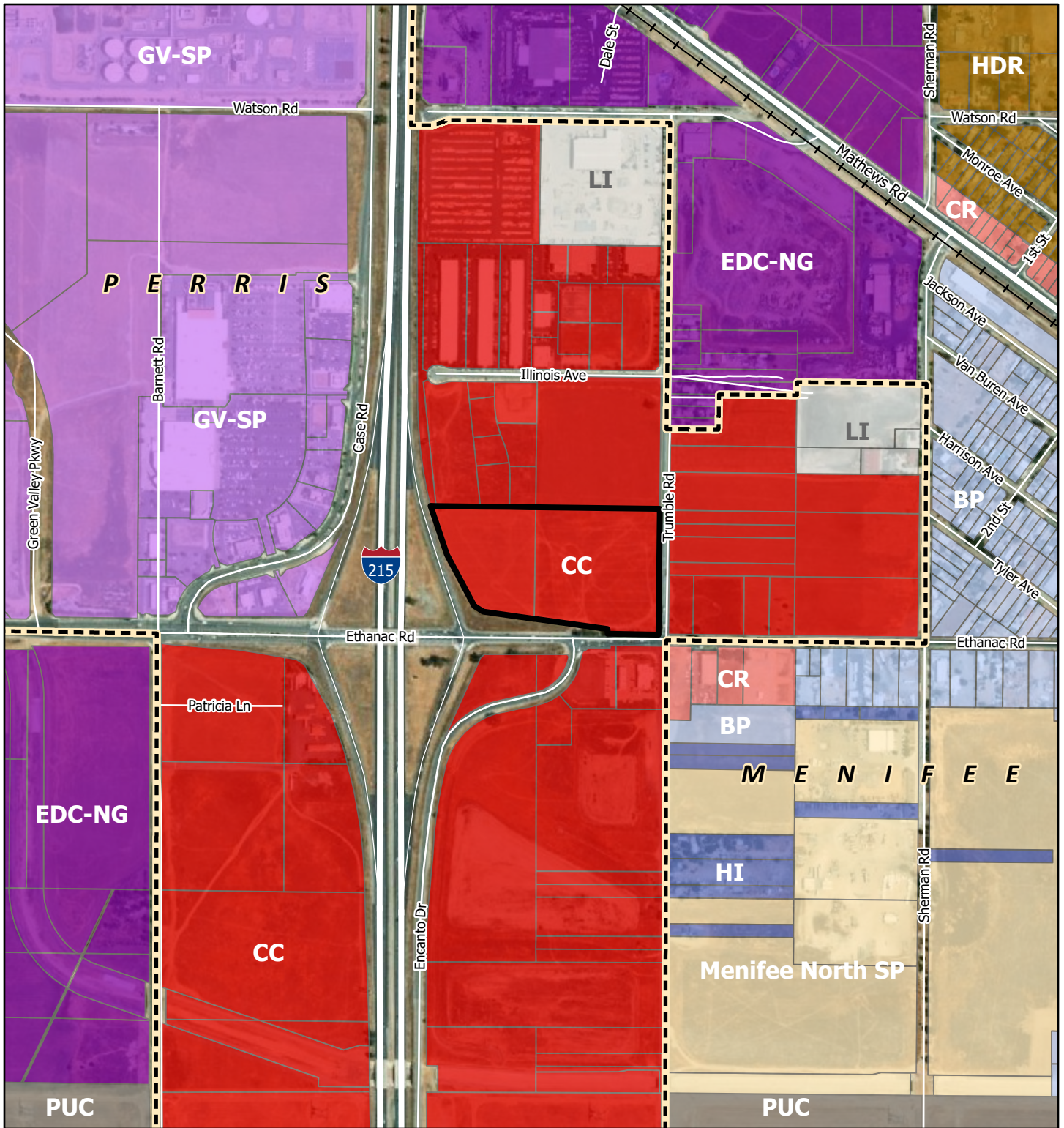
Legend

- Project Boundary
- City Boundary
- Menifee General Plan Land Use**
- CR
- 20.1-24 R
- BP
- EDC-NG
- HI
- Menifee North SP
- PUC
- Perris General Plan Land Use**
- CC
- LI
- GV-SP

**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-3. Existing General Plan Land Use





Legend

Project Boundary

City Boundary

Menifee Zoning

BP

CR

EDC-NG

HDR

HI

Menifee North SP

PUC

Perris Zoning

CC

LI

GV-SP

**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-4. Existing Zoning





3.3 PROJECT CHARACTERISTICS

The Ethanac Travel Center Project involves the proposed construction and operation of a travel center facility at the Project site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators as described below; refer to [Figure 3-5, Preliminary Site Plan](#) and [Figures 3-6a through 3-6e, Project Rendering](#). The proposed uses are allowed uses within the CC zone subject to Conditional Use Permits.

TRAVEL CENTER BUILDING

The proposed approximately 13,980-square-foot travel center building would be located within the southeastern portion of the Project site and include a drive-thru restaurant (approximately 2,228 square feet), additional food offerings with kitchen, convenience store, driver amenities (e.g., restrooms, showers, laundry), and support/utility areas; refer to [Figure 3-7a, Building Elevation – South](#), [Figure 3-7b, Building Elevation – North](#), and [Figure 3-7c, Building Elevations – East & West](#).

SHOP BUILDING

The proposed 8,452-square-foot shop building would be located within the western portion of the site; refer to [Figure 3-8a, Shop Building Elevations – South & North](#) and [Figure 3-8b, Shop Building Elevations – East & West](#). The shop would provide limited services for trucks, such as tire replacement, rotation, and repair and oil changes; no major mechanical work or body work would be performed.

FUELING FACILITIES

The Project includes seven diesel fueling lanes/positions and eight gas islands with 16 fueling positions. The diesel fueling lanes would be located to the north of the travel center building and include a 20-foot-tall canopy structure. A truck scale would be located adjacent to the diesel fueling lanes. The gas islands would be located south of the travel center building and include a 19-foot-tall canopy structure. Two aboveground storage tank farms with 12-foot, six-inch-tall decorative block wall and pilasters would be located to the east and west of the proposed travel center building; refer to [Figure 3-5](#). Off-site views of the aboveground storage tank farms would be limited due to their locations within the site and landscaping, including trees and shrubs that would surround the perimeter walls; refer to the Landscaping and Fencing discussion below.

PARKING FACILITIES

The Project would provide 203 parking spaces (82 automobile with 6 spaces for future EV charging, 5 ADA compliant, 116 truck) with passenger automobile parking (including ADA spaces) generally located south and west of the travel center facility and around the perimeter of the gas islands. Truck parking would be generally located north and west of the diesel fueling lanes/positions, adjacent to and south of the shop building, and east of the proposed bioretention basin; refer to [Figure 3-5](#). Bicycle racks would be provided to the east of and adjacent to the travel center building.



SIGNAGE AND LIGHTING

An illuminated hi-rise pylon sign is proposed within the northwest corner of the Project site. The sign would be 65-feet tall and up to 22 feet, 4 inches wide; refer to [Figure 3-9, *Proposed Pylon Sign*](#) and [Figures 3-10a through 3-10f, *Pylon Sign View Simulation*](#).

A monument sign would be located in the southeast corner of the Project site. Internally illuminated directional signage and restaurant preview and menu board would be provided within the interior of the Project site. Additional illuminated signage would be provided on the travel center facility and fueling canopies. Security lighting would be provided throughout the site and around the exterior of the proposed buildings.

LANDSCAPING AND FENCING

Landscaping, including a mix of trees, shrubs, ground cover would be provided adjacent to Ethanac Road and Trumble Road along the western property line, and along a portion of the northern property line; refer to [Figure 3-11, *Preliminary Landscape Plan*](#). Additional landscaping would be provided between the proposed travel center building and tank farms, adjacent to the parking areas, within the drive-thru, and around the proposed bioretention basin. Enhanced paving would be provided at the proposed driveways. Approximately 31.9 percent of the site would be landscaped with an extensive landscape setback between the I-215 freeway and the truck parking area within the site.

An 8-foot-tall split face block wall would extend from the northernmost driveway on Trumble Road along the Project site's northern boundary and extend south just west of the proposed truck parking area to just north of the proposed bioretention basin. The block wall would then extend west and south/southwest along the perimeter of the proposed bioretention basin. A four-foot-tall chain link fence would be located within the interior of the Project site and would extend south between the proposed bioretention basin and the truck parking area in order to prevent trash from potentially entering the bioretention basin. Visibility of the fence would be limited due to its location within the Project site and proposed landscaping. The block wall and chain link fence would connect within the southwestern portion of the Project site and the block wall would extend southeast and east to just east of the truck parking area. It would then extend north and terminate at the proposed above ground storage tank farm located west of the drive-thru. Along the eastern portion of the Project site the 8-foot-tall split face block wall would extend south from the northern most driveway to north of the location of the aboveground storage tank farm located east of the travel center building. The block wall would also be located within the area north of the drive-thru aisle. A 12-foot, six-inch-tall split face block wall would be located around the aboveground storage tank farms. The elevation difference of the I-215 travel lanes and on-ramp from Ethanac Road, proposed setbacks from I-215, perimeter walls and fencing, and enhanced landscaping would limit views within the site from motorists traveling north along the I-215 and along Ethanac Road.

ACCESS

Vehicle access to the Project site would be provided from one driveway along Ethanac Road and two driveways along Trumble Road. The proposed driveway along Ethanac Road and the southernmost driveway along Trumble Road would provide automobile access to the travel center, drive-thru, and gas fueling islands. The driveway along Ethanac Road would be limited to right-turns in and out of the site. Truck access to the Project site would be provided from the northernmost driveway along Trumble Road,



at the northeast corner of the Project site, providing access to the travel center and shop buildings, diesel fueling islands, and truck parking.

INFRASTRUCTURE/UTILITIES IMPROVEMENTS

Stormwater

The Project includes a bioretention basin to capture flow and provide stormwater quality treatment. Onsite flows would be predominately intercepted by four proposed grated inlets with filter inserts and conveyed via proposed on-site storm drains into the proposed bioretention basin located within the western portion of the Project site. Discharge from the bioretention basin would be pumped into a proposed channel along the Project site's western property line. A proposed drainage ditch would extend along the Project site's southern property line and convey offsite flows west into the proposed channel.

Water

An existing on-site water main located along the southern property line would be abandoned in place. The Project Applicant would install new on-site water lines to serve the proposed development, which would connect to existing water lines within Trumble and Ethanac Roads.

Wastewater

The Project Applicant would install new on-site sewer lines to serve the proposed development, which would connect to the existing sewer line within Trumble Road.

Electricity, Natural Gas, and Telephone Lines

The Project Applicant proposes to install new underground electric lines and telephone lines and natural gas lines, which would extend from the proposed travel center and shop buildings and connect to facilities within Ethanac Road.

OFFSITE ROADWAY/RIGHT-OF-WAY IMPROVEMENTS

The Project would provide 17 feet of right-of-way dedication along the eastern property line; new striping would be provided along Trumble Road adjacent to the Project site. The Project would include a dedicated northbound left turn lane/two-way left-turn lane at both Trumble Road driveway intersections to accommodate left turns into the Project site.

The Project would provide 34 feet of right-of-way dedication along the southern property line, generally east of the proposed driveway. As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive¹ and new striping would be provided. A second westbound through lane would be added to Ethanac Road along the Project frontage. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection.

The Project would provide a 30-foot right-of-way dedication along the western property line, adjacent to I-215.

¹ Installation of the raised median would only occur if the Menifee Commerce Center improvements are not constructed, as described in the *Transportation Analysis* ([Appendix E](#)). For purposes of this analysis, the Project assumes the raised median would be constructed.



3.4 CONSTRUCTION

Construction activities are anticipated to commence in the first half of 2025 and be completed in late 2025 or early 2026.

3.5 PERMITS AND APPROVALS

The City of Perris, as the Lead Agency, has discretionary authority over the proposed Project. To implement the proposed Project, at a minimum, the following discretionary permits/approvals must be granted by the City:

- Conditional Use Permit 22-05002. The Project would require approval of a Conditional Use Permit (CUP) to allow for the proposed passenger/truck fueling station.
- Conditional Use Permit 22-05003. The Project would require approval of a CUP for the proposed drive-thru restaurant.
- Variance. The Project would require a variance to allow for a larger pole sign and increased height within the northwest corner of the site due to visibility restrictions associated with the Ethanac overpass.

Additional permits may be required upon review of construction documents. Other permits required for the Project may include, but are not limited to, building permits; grading permits; water quality and air quality permits; and permits for new utility connections.

Other agencies whose approval may be required include:

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES)
- South Coast Air Quality Management District (AQMD) Permit to Operate
- Eastern Municipal Water District (EMWD) water and sewer improvement plans

3.6 PROJECT OBJECTIVES

Pursuant to State CEQA Guidelines Section 15124(b), the EIR project description must include “[a] statement of objectives sought by the proposed project...The statement of objectives should include the underlying purpose of the project”. The following Project objectives are established for the proposed Project:

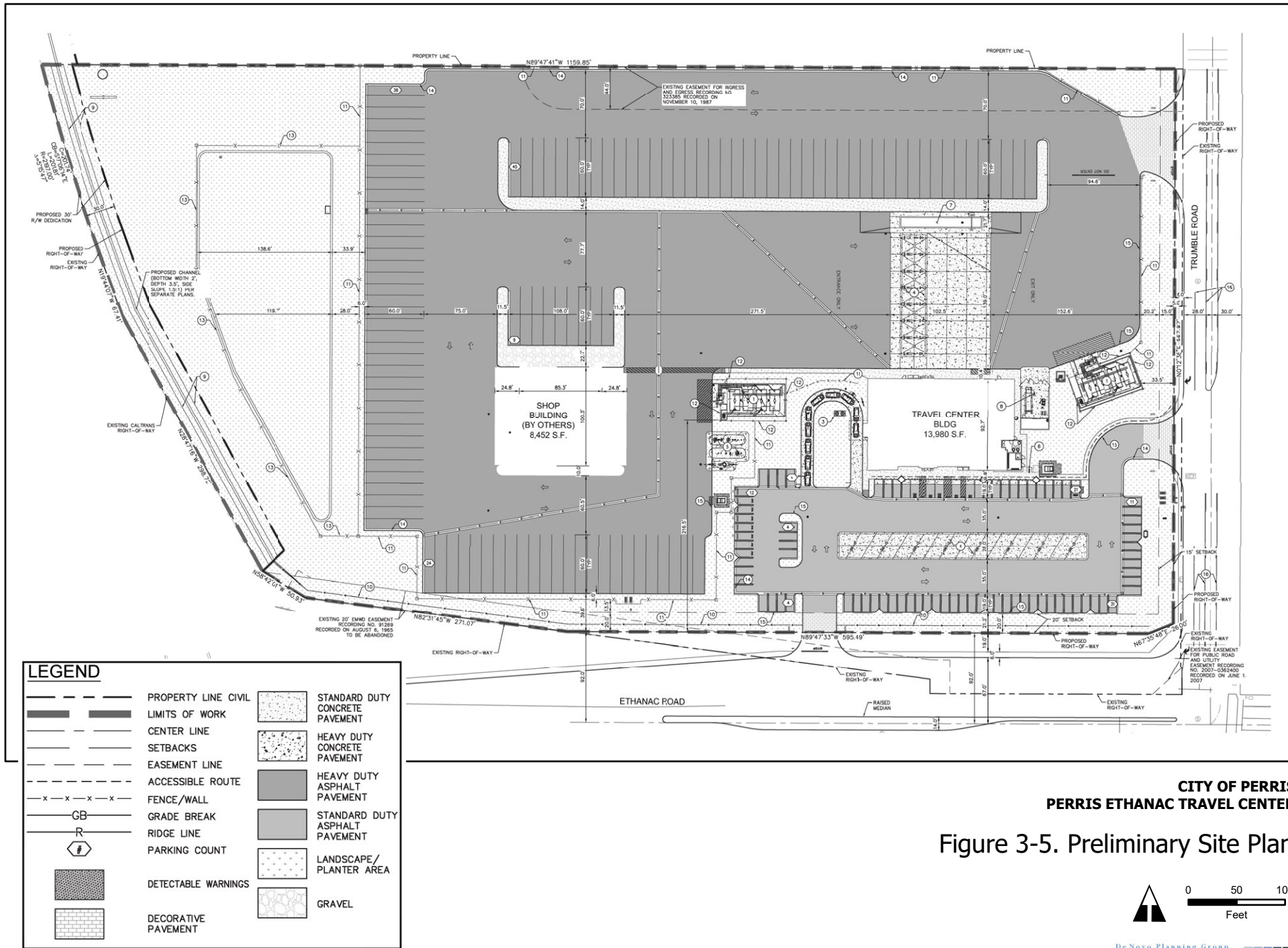
- Provide a travel center/fueling station adjacent to and visible from the regional highway system.
- Generate additional revenues to the City in the form of increased sales and property tax revenues.
- Design a project that is consistent with the City’s General Plan land use and zoning designations for the site, and is compatible with surrounding land uses.



- Locate a travel center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Provide one-stop travel-related amenities and services to professional drivers and motorists traveling on the I-215 Freeway and within the local area.
- Support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning and supported by market conditions.
- Provide a mixture of on-site uses that reduces vehicle miles traveled through internal capture and serves existing truck trips and motorists on the I-215 Freeway.



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**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-5. Preliminary Site Plan



Source: Kimley Horn 12/15/2023. Map date: May 21, 2024.



**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-6a. Project Rendering
View northeast from Ethanac Road



**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

**Figure 3-6b. Project Rendering
View northeast of travel center and
fueling area from Ethanac Road**



**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

**Figure 3-6c. Project Rendering
View west from Trumble Road**



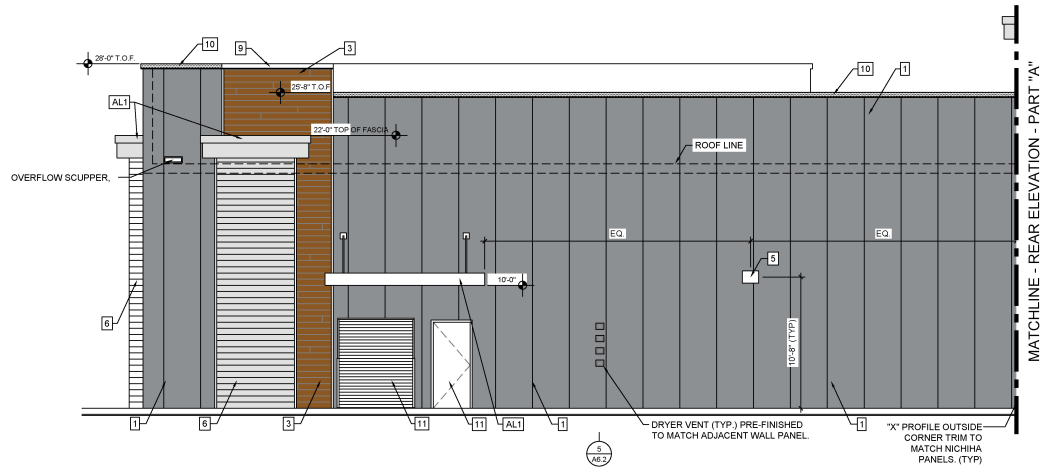
**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

**Figure 3-6d. Project Rendering
View northwest from Ethanac Road
and Trumble Road**

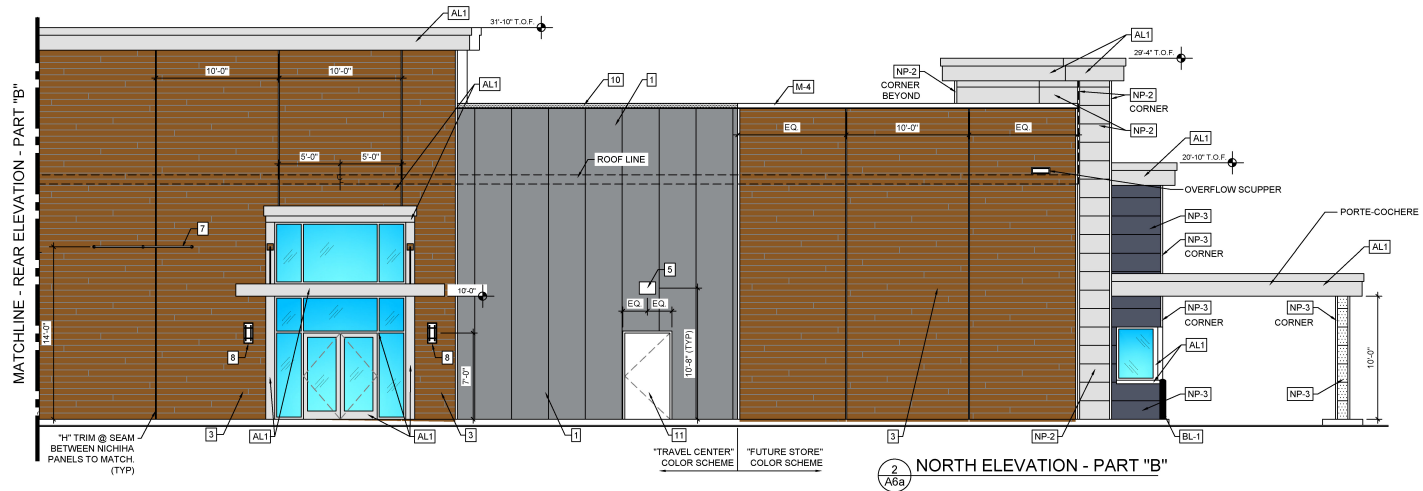


**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-6e. Project Rendering
View southeast of truck fueling area
from Trumble Road



2 NORTH ELEVATION - PART "A"
A6a



2 NORTH ELEVATION - PART "B"
A6a

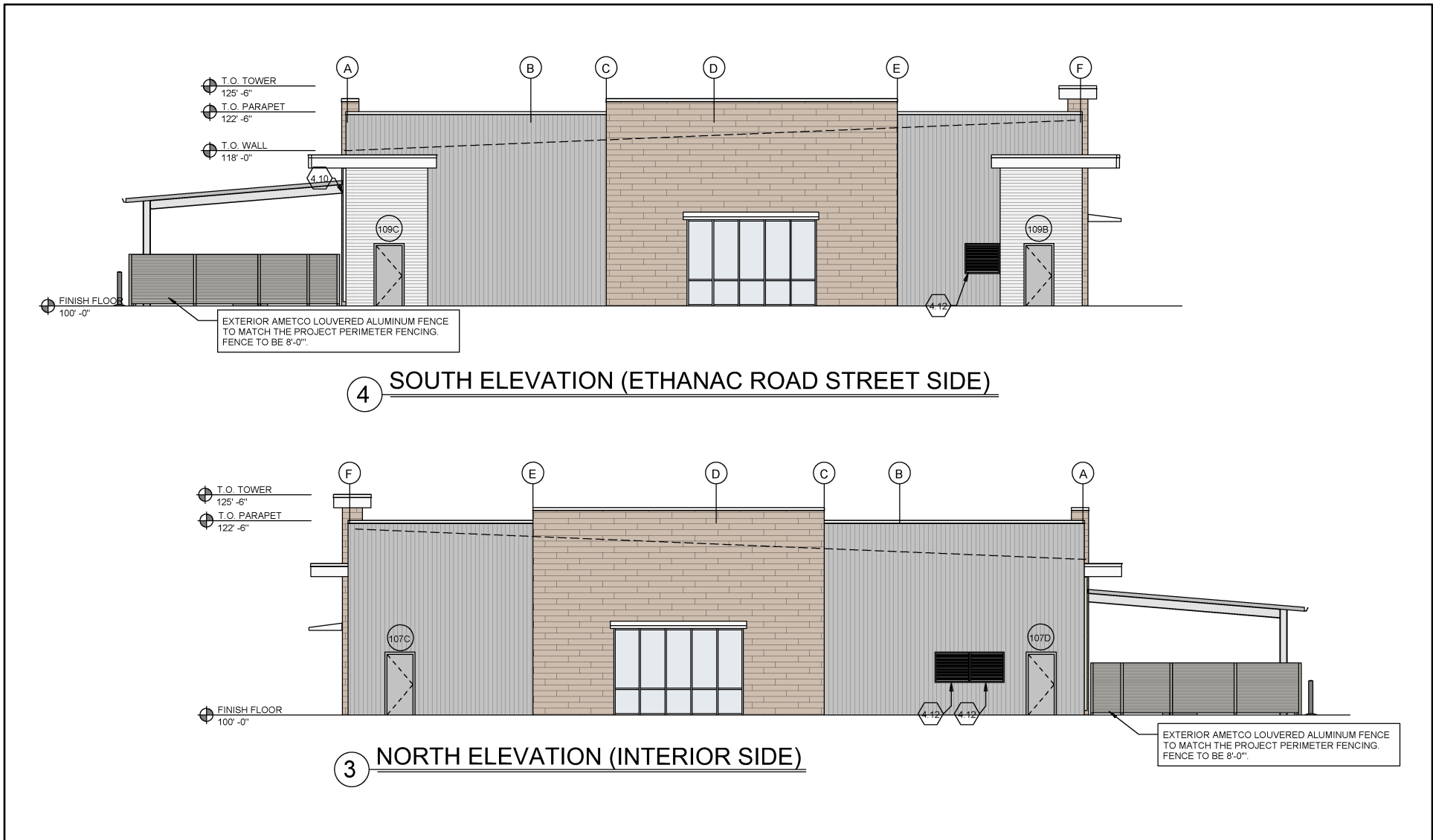
**CITY OF PERRIS
PERRIS ETHANAC TRAVEL CENTER**

Figure 3-7b. Building Elevation - North



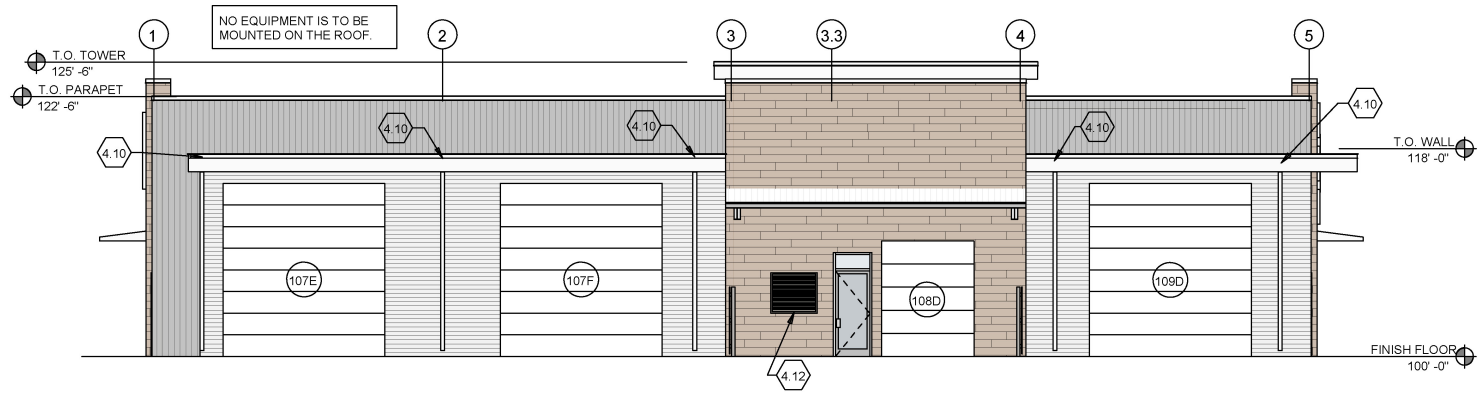
**CITY OF PERRIS
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Figure 3-7c. Building Elevations - East & West

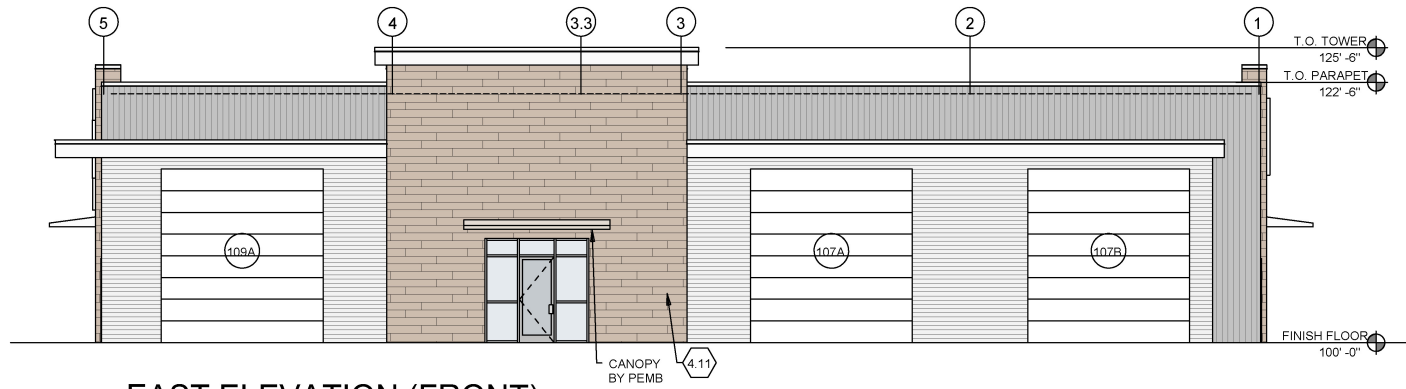


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PERRIS ETHANAC TRAVEL CENTER**

Figure 3-8a. Shop Building Elevations - South & North



② WEST ELEVATION (REAR)



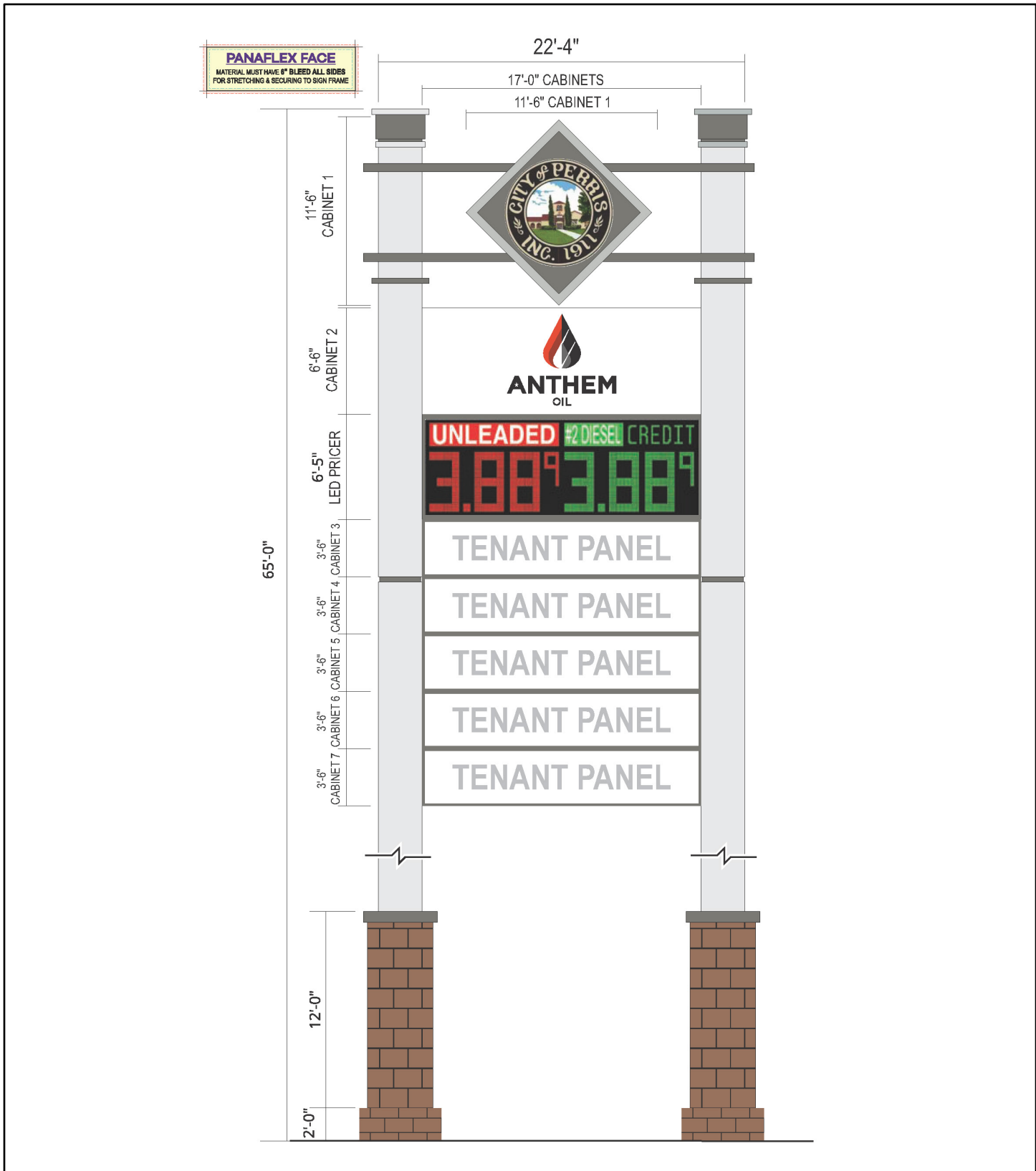
① EAST ELEVATION (FRONT)

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Figure 3-8b. Shop Building Elevations - East & West



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Figure 3-9. Proposed Pylon Sign



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Figure 3-10a. Pylon Sign View Simulation
Eastbound: Ethanac Road - Location B



65' FLAG

A: Proposed Hi-Rise

A: Proposed Hi-Rise

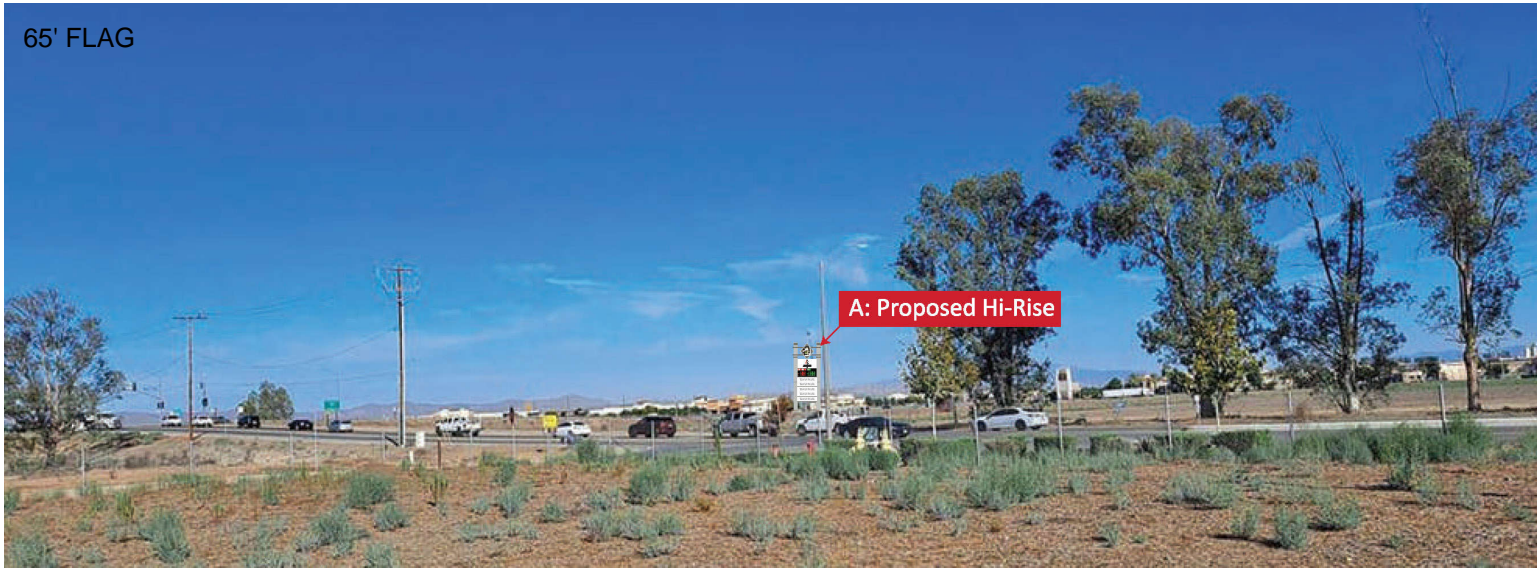
View: F

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Figure 3-10b. Pylon Sign View Simulation

Westbound: Ethanac Road - Location F

65' FLAG



65' FLAG



CITY OF PERRIS
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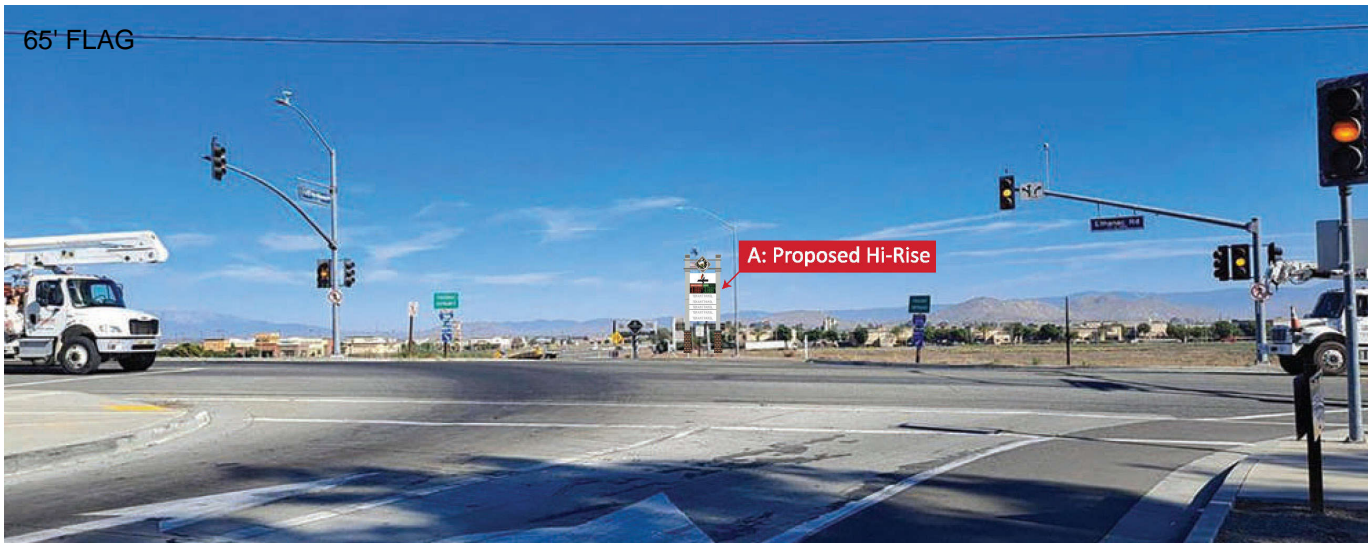
Figure 3-10c. Pylon Sign View Simulation

Westbound: Ethanac Road - Location H



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Figure 3-10d. Pylon Sign View Simulation
 Northbound: I-215 Freeway/Ethanac Road - Location J



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Figure 3-10e. Pylon Sign View Simulation
Northbound: I-215 Freeway/Ethanac Road - Location K

Source: Stratus Unlimited, 6/19/2024. Figure date: June 27, 2024.

65' FLAG



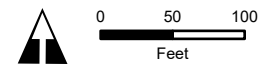
CITY OF PERRIS
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Figure 3-10f. Pylon Sign View Simulation
Southbound: I-215 Freeway/Ethanac Road - Location M



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PERRIS ETHANAC TRAVEL CENTER**

Figure 3-11. Preliminary Landscape Plan





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4.0 BASIS OF CUMULATIVE ANALYSIS

State CEQA Guidelines Section 15355 defines cumulative impacts as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Pursuant to State CEQA Guidelines Section 15130(a), an EIR shall discuss the cumulative impacts of a project when the project’s incremental effect is cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3). The potential cumulative impacts associated with the Project are assessed in [Section 5.0, *Environmental Analysis*](#), of this EIR for each applicable environmental issue area to a degree that reflects each impact’s severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per State CEQA Guidelines Section 15130(b), the discussion of cumulative impacts is guided by the standards of practicality and reasonableness, and should include the following elements:

1. *Either:*
 - A. *A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*
 - B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and*



5. *A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative effects.*

The cumulative impact analyses in this Draft EIR uses both Methods A and B. For example, the analysis uses Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments and the South Coast Air Quality Management District’s (AQMD’s) 2022 Air Quality Management Plan (2022 AQMP) for operational air quality and AQMP consistency impacts, and Connect SoCal and California Air Resources Board (CARB) Climate Change Scoping Plan (Scoping Plan) for greenhouse gas consistency impacts. This information was supplemented with analyses of related projects, described below.

The related projects and other possible development in the area determined as having the potential to interact with the proposed Project, to the extent that a significant cumulative effect may occur, are outlined in Table 4-1, Related Projects List, and shown on Exhibit 4-1, Related Projects. The related projects list provided in Table 4-1 was derived based in part on data provided by the City of Perris and available CEQA/technical studies, and utilized in the Transportation Analysis; refer to Appendix E.

The geographic areas, and hence the related projects, considered for the cumulative impact analyses vary according to environmental issue area and were determined based upon the Project’s scope and the anticipated area in which the Project could contribute to an incremental increase in cumulatively considerable impacts (as discussed in Section 5.0). The implementation of each related project represented in Table 4-1 was determined to be reasonably foreseeable by the City.

**Table 4-1
Related Projects List**

Key Map	Project Name/Reference	Project Description
1	Industrial Warehouse Building	Warehouse: 2,300,000 SF
2	Green Valley (SP Track 37262, 37722, 37816, Phase 2 South)	Single-Family Detached: 307 DU Multi-Family (Mid-Rise): 208 DU Shopping Center: 235,224 SF
3	On-Deck	Convenience Market w/Gasoline Pumps: 6 Fueling Positions Hotel: 108 Rooms Quality Restaurant: 5,500 SF Fast Food Restaurant: 3,000 SF Convenience Market w/Gasoline Pumps: 12 Fueling Positions
4	Paragon Framing	High-Cube Short-Term Storage: 5,000 SF General Office: 5,454 SF
5	Motte Business Center	High Cube Fulfillment Center: 1,138,638 SF
6	MR-27 LLC (Rancon)	Single-Family Detached: 85 DU
7	Motte Country Plaza (PP2018-300)	Convenience Market w/Gasoline Pumps: 12 Fueling Positions
8	Capstone (CADO) Warehouse	700,037 SF
9	Ethanac Square	Automated Car Wash: 2,080 SF Convenience Market w/Gasoline Pumps: 12 Fueling Positions
10	Menifee Commerce Center	Warehousing: 1,640,130 SF
11	Villago Villas	Multi-Family (Low-Rise): 24 DU



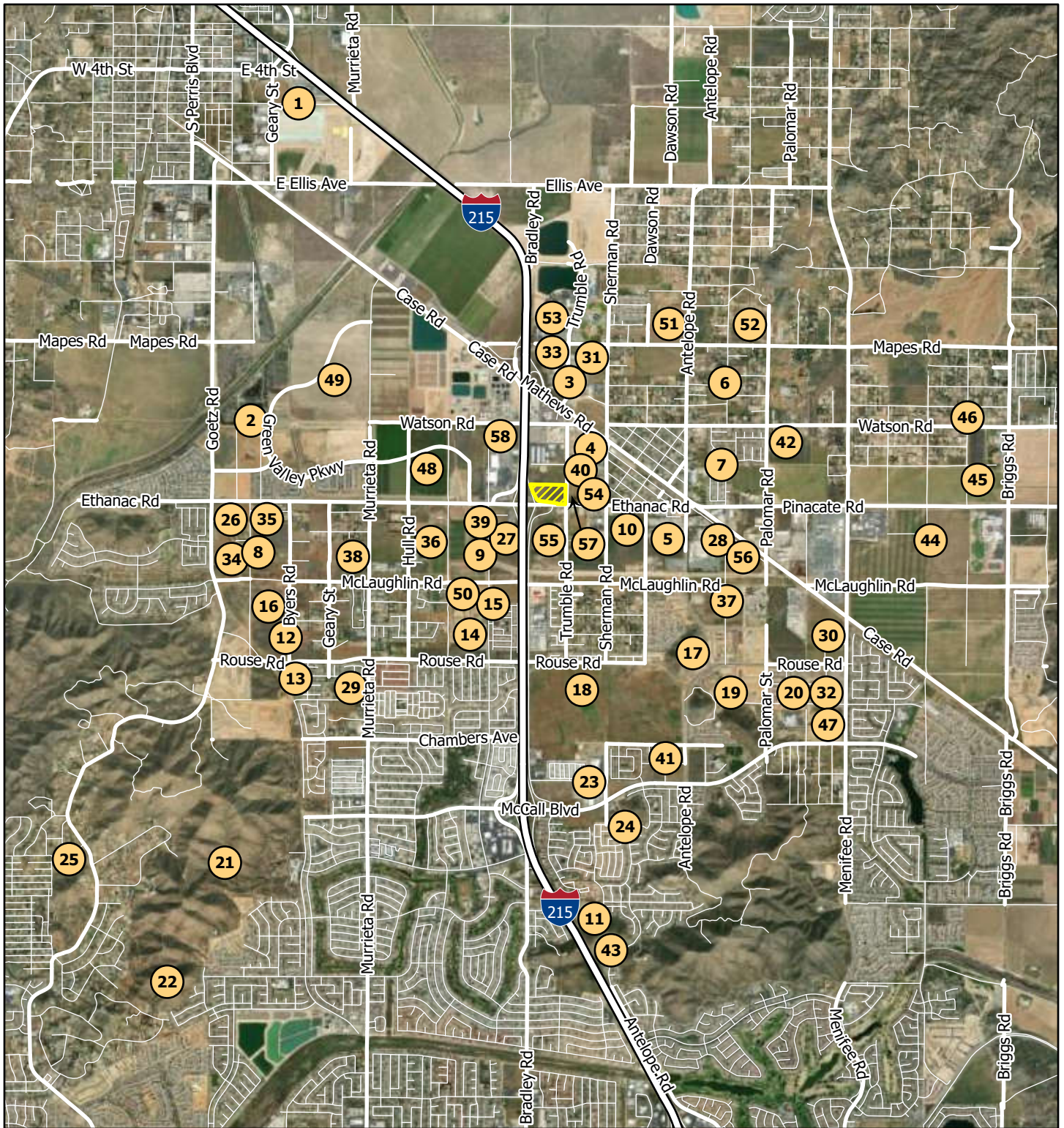
Table 4-1 (continued)
Related Projects List

Key Map	Project Name/Reference	Project Description
12	Cimarron Ridge	Single-Family: 756 DU
13	Valley Blvd Tract Map	Single-Family: 68 DU
14	Sagewood (DR Horton)	Single-Family: 174 DU
15	McLaughlin Village	Single-Family: 126 DU
16	TTM 38128	Single-Family: 96 DU
17	Talavera (KB Homes)	Single-Family: 173 DU
18	Legado	Single-Family: 1,061 DU Shopping Center: 225,000 SF Public Park: 11.23 Acres Recreational Community Center: 10,000 SF
19	Underwood (KB Homes)	Single-Family: 543 DU
20	Remington/McCall Mesa	Single-Family: 264 DU
21	Stonegate (Enclave)	Single-Family: 177 DU
22	Skyview (Woodside Homes)	Single-Family: 246 DU
23	McCall-Encanto Gas Station	Convenience Market w/Gasoline Pumps: 12 Fueling Pumps Fast Food Restaurant w/Drive-thru: 3,900 SF Automated Car Wash: 1,040 SF
24	McCall Plaza	Convenience Market w/Gasoline Pumps: 2 Fueling Pumps Shopping Center: 1,000 SF Quality Restaurant: 3,100 SF Fast Food Restaurant: 3,200 SF Automated Car Wash: 2,080 SF
25	Quail Hills	Single-Family: 152 DU
26	Goetz/Ethanac Commercial	Convenience Market w/Gasoline Pumps: 8 Fueling Pumps Discount Home Furnishing Superstore: 3,000 SF Shopping Center: 7,040 SF
27	Barnett Warehouse	Warehousing: 251,133 SF
28	Nova Battery Storage (DEV2022-05)	Battery Energy Storage System: 16 Employees
29	Vista Ridge Apartments	Multi-Family Housing (Mid-Rise): 30 DU
30	LDW TTM 38346	Multi-Family Housing (Mid-Rise): 162 DU
31	Mapes and Sherman Warehouse	Warehousing: 277,578 SF
32	The Village at Junipero	Multi-Family Housing (Mid-Rise): 240 DU
33	United Carports Warehouse	Warehousing: 58,643 SF
34	Corsica Business Park	Warehousing: 276,682 SF
35	Wheat Warehouse	Warehousing: 87,676 SF
36	Northern Gateway Commerce Center	Warehousing: 1,286,607 SF
37	McLaughlin Warehouses (DEV2022-016)	Warehousing: 491,467 SF
38	Ares Warehouse on Murrieta	Warehousing: 517,720 SF
39	Ethanac and Evans Warehouse	Warehousing: 137,896 SF
40	Trumble and Watson Warehouse	Warehousing: 327,631 SF
41	Cypress and Sands Apartments	Multi-Family Housing (Mid-Rise): 136 DU
42	TR 38132	Multi-Family Housing (Mid-Rise): 173 DU



Table 4-1 (continued)
Related Projects List



Key Map	Project Name/Reference	Project Description
43	Kensington Apartments	Multi-Family Housing (Mid-Rise): 221 DU
44	Menifee Valley SP (Brookfield)	Phase 1: 742 DU; 54,000 SF Recreational Community Center; 3,200,000 Industrial) Phases 2 and 3: 976 DU; Elementary School, 120,000 SF Recreational Community Center; 2,300,000 Industrial; 560,000 SF Commercial)
45	Harvest Glen Marketplace	Convenience Market w/Gasoline Pumps: 16 Fueling Pumps Fast Food Restaurant w/Drive-thru: 1,102 SF Fast Food Restaurant: 3,268 SF Automated Car Wash: 3,000 SF
46	TR 38133	Single-Family: 145 DU
47	McCall Square	Shopping Center: 84,200 SF
48	Green Valley (SP Track 37817, 37818, 37223, PA 46,47,48)	Single-Family Housing: 718 DU Multi-Family Housing (Mid-Rise): 601 DU
49	Green Valley Specific plan – Phase 2 North	Multi-Family Housing (Mid-Rise): 1,183 DU Single-Family Housing: 462 DU Shopping Center: 257,004 SF Elementary School: 500 students Middle School/Junior High School: 500 students
50	Menifee Logistics (PLN23-0040)	Warehousing: 411,819 SF
51	TTM/TR 37358	Single-Family Housing: 154 DU
52	TR 31687	Single-Family Housing: 65 DU
53	Mapes and Trumble Industrial	High-Cube Fulfillment Center – Sort: 396,000 SF
54	Hillwood Ethanac	High-Cube Short-Term Storage: 362,348 SF High-Cube Cold Storage Warehouse: 50,000 SF
55	Motte Town Center (DPR06-0337)	Shopping Center: 286,000 SF Free Standing Discount Store: 221,000 SF
56	Double Butte (DEV2022-026)	Battery Energy Storage System: 12 Employees
57	Trumble & Ethanac NE Corner	Convenience Store/Gas Station: 16 Fueling Pumps Automated Car Wash: 1,673 SF
58	CUP 23-05047	Warehousing: 500,000 SF

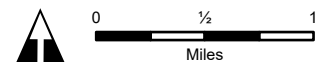


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Figure 4-1. Related Projects

Legend

-  Project Location
-  Related Project





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5.0 ENVIRONMENTAL ANALYSIS

The City of Perris (City) determined that an Environmental Impact Report (EIR) would be required for the Project. A Notice of Preparation of a Draft EIR and Initial Study were prepared and circulated for the proposed Ethanac Travel Center Project on January 26, 2024; refer to [Appendix A, Notice of Preparation/Initial Study](#). Agency and public input received during the Notice of Preparation comment period and the Draft EIR Scoping Meeting were used to inform the scope of the evaluation for the EIR.

This EIR focuses on the potentially significant and significant effects of the Project and documents the reasons for concluding that other effects will be less than significant. The following subsections of the EIR contains a detailed environmental analysis of the existing conditions, Project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures and unavoidable significant impacts for the following environmental issue areas:

- 5.1 Air Quality
- 5.2 Greenhouse Gas Emissions
- 5.3 Noise
- 5.4 Transportation

Each potentially significant environmental issue area is addressed in a separate section of the EIR and is organized into the following subsections:

- “Environmental Setting” describes the physical conditions that exist at the present time (typically the time of the Notice of Preparation publication) and that may influence or affect the issue under investigation.
- “Regulatory Setting” discusses the laws, ordinances, regulations, and standards that apply to the Project.
- “Significance Criteria and Thresholds” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the State CEQA Guidelines (14 California Code of Regulations Sections 15000 – 15387).

Primary sources used in identifying the criteria include the State CEQA Guidelines; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. “... An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (State CEQA Guidelines Section 15064[b]). Principally, “... a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (State CEQA Guidelines Section 15382). The standards used to evaluate the significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

- “Impacts and Mitigation Measures” describes potential changes to the existing physical environmental conditions that may occur if the proposed Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the



proposed Project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all the potential direct and reasonably foreseeable indirect effects are considered.

Mitigation Measures are measures that would be required of the Project to avoid a potentially significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed Project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- “Significant Unavoidable Impacts” describes impacts that would be significant and cannot be feasibly mitigated to less than significant levels, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (State CEQA Guidelines Section 15093[a]).
- “References” identifies the sources used in and throughout the subsection.

CEQA provides that an EIR shall focus on the significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. During preparation of the Initial Study (refer to [Appendix A](#)) and this EIR, the City conducted an analysis of the proposed Project’s potential effects on specific environmental topic areas, included as part of the Environmental Checklist form presented in State CEQA Guidelines Appendix G. Through the course of this evaluation, certain impacts were identified as “less than significant with mitigation,” “less than significant,” or “no impact” due to the inability of a project of this scope to yield such impacts or the absence of Project characteristics producing effects of this type. These effects are not required to be included in the EIR’s primary environmental analysis sections ([Section 5.0](#)). As stated in the Initial Study, the environmental issues related to aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire were found to result in no impacts, less than significant impacts, or less than significant impacts with mitigation; refer to [Section 8.0, *Effects Found Not To Be Significant*](#).



5.1 AIR QUALITY

The purpose of this section is to describe existing air quality characteristics, identify the air pollutant emissions generated by the construction and operation of the proposed Project, and address their potential impacts to air quality, including toxic air contaminants. The analysis also addresses the potential for the Project to conflict with or obstruct implementation of the applicable Air Quality Management Plan. Modeling data and assumptions can be found in [Appendix C, Air Quality/Health Risk Assessment and Greenhouse Gas Emissions](#).

5.1.1 ENVIRONMENTAL SETTING

Regional Topography

The California Air Resources Board (CARB) divides the State of California (State) into 15 air basins that share similar meteorological and topographical features. The City of Perris is located within the South Coast Air Basin, a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area of Riverside County.

The extent and severity of the air pollution problem in the South Coast Air Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, all affect the accumulation and dispersion of air pollutants throughout the South Coast Air Basin.

Climate

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The climate consists of a semi-arid environment with mild winters, warm summers, moderate temperatures, and comfortable humidity. Precipitation is limited to a few winter storms. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The average annual temperature varies little throughout the South Coast Air Basin, averaging 75 degrees Fahrenheit (°F). However, with a less-pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. All portions of the South Coast Air Basin have had recorded temperatures over 100°F in recent years.

Although the South Coast Air Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature. Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the South Coast Air Basin. Precipitation in the South Coast Air Basin is typically nine to 14 inches annually and is rarely in the form of



snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the South Coast Air Basin.

The height of the inversion (i.e., a layer in the atmosphere in which air temperature increases with height) is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet, the terrain prevents the pollutants from entering the upper atmosphere, resulting in a settlement in the foothill communities. Below 1,200 feet, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the day. Mixing heights for inversions are lower in the summer and more persistent, being partly responsible for the high levels of ozone observed during summer months in the South Coast Air Basin. Smog in southern California is generally the result of these temperature inversions combining with sea breezes that carry the pollutants inland and local mountains to contain the pollutants for long periods of time, allowing them to form secondary pollutants by reacting with sunlight. The South Coast Air Basin has a limited ability to disperse these pollutants due to typically low wind speeds.

Criteria Air Pollutants

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide, reactive organic gases (ROG) and volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, carbon monoxide, nitrogen dioxide (NO₂), SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG, VOC, and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone is formed by a chemical reaction between ROG, VOC, and NO_x in the presence of sunlight. Ozone and nitrogen dioxide are the principal secondary pollutants.

Carbon Monoxide (CO). Carbon monoxide is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all carbon monoxide emissions. Carbon monoxide replaces oxygen in the body’s red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of carbon monoxide exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). Ozone occurs in two layers of the atmosphere. The layer surrounding the earth’s surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the “good” ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun’s harmful ultraviolet rays. “Bad” ozone is a



photochemical pollutant, and needs ROG, VOC, NO_x, and sunlight to form; therefore, ROG, VOC, and NO_x are ozone precursors. To reduce ozone concentrations, it is necessary to control the emissions of these ozone precursors. Significant ozone formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High ozone concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While ozone in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level ozone (in the troposphere) can adversely affect the human respiratory system and other tissues. Ozone is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease, such as asthma and chronic pulmonary lung disease, are the most susceptible to the health effects of ozone. Short-term exposure (lasting for a few hours) to ozone at elevated levels can result in aggravated respiratory diseases, such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). Nitrogen oxides are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. Nitrogen dioxide (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of nitrogen dioxide occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). Nitrogen dioxide can irritate and damage the lungs and lower resistance to respiratory infections, such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to nitrogen dioxide concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to nitrogen dioxide may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources, such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). PM_{2.5} refers to fine particulate matter, which is smaller than 2.5 microns or 2.5 one-millionths of a meter. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes, such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities, such as construction or agriculture. PM_{2.5} is also derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases, such as NO_x and sulfur oxides (SO_x) combining with ammonia. PM_{2.5}



components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations. Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the South Coast Air Basin as a nonattainment area for Federal PM_{2.5} standards. On July 8, 2016, the EPA made a finding that the South Coast Air Basin has attained the 1997 24-hour and annual PM_{2.5} standards based on 2011-2013 data. However, the South Coast Air Basin remains in nonattainment as the EPA has not determined that California has met the Federal Clean Air Act requirements for redesignating the South Coast Air Basin nonattainment area to attainment.

Although neither the EPA nor the California air districts have provided any thresholds for ultrafine particles (defined as fine particles of less than 0.1 microns in size, or PM_{0.1}), it should be noted that such particles may have the potential for even greater health effects than PM₁₀ or PM_{2.5}, due to their even smaller sizes. Ultrafine particles are primarily generated by motor vehicle emissions (especially from diesel engines), braking, and tire wear. Specifically, ultrafine particles are comprised mostly of metals that are known constituents of brake pads and drums, as well as additives in motor oil. Generally, all engines can create ultrafine particles, but especially diesel engines, and any vehicle's braking system; traffic, particularly start-and-stop, generates ultrafine particles.¹ Recent research suggests that ultrafine particles pose considerable health risks, similar to but tending to be more severe than PM₁₀ and PM_{2.5}, such as increased risk of cardiovascular disease and ischemic heart disease death rates, and loss of lung function.²

¹ Aerosol Science and Technology. 2011. Thomas A. Cahill, David E. Barnes, Nicholas J. Spada, Jonathan A. Lawton, and Thomas M. Cahill. Very Fine and Ultrafine Metals and Ischemic Heart Disease in the California Central Valley 1: 2003-2007. July 13, 2011.

² Atmospheric Environment. 2016. Thomas A. Cahill, David E. Barnes, Leann Wuest, David Gribble, David Buscho, Roger S. Miller, Camille De la Croix. Artificial Ultra-fine Aerosol Tracers for Highway Transect Studies. April 7, 2016; Aerosol Science and Technology. 2011. Thomas A. Cahill, David E. Barnes, Earl Withycombe, & Mitchell Watnik, and DELTA Group. Very Fine and Ultrafine Metals and Ischemic Heart Disease in the California Central Valley 1: 1974-1991. July 13, 2011.



Furthermore, unlike diesel exhaust or other larger toxic air contaminant emissions, ultrafine particles are more persistent and do not dissipate easily over distances.³

Sulfur Dioxide (SO₂). Sulfur dioxide (SO₂) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to ozone, which is a criteria pollutant. The terms VOC and ROG, discussed below, are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG is also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG is a criteria pollutant since they are a precursor to ozone, which is a criteria pollutant.

Toxic Air Contaminants

Toxic air contaminants are airborne substances capable of causing short-term (acute) and/or long-term (chronic) or carcinogenic (i.e., cancer causing) adverse human health effects (i.e., injury or illness). Toxic air contaminants include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of toxic air contaminants includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Ten pollutants have been singled out through ambient air quality data as being the most substantial health risks in California. Direct exposure to these pollutants has been shown to cause cancer, birth defects, brain and nervous system damage, and respiratory disorders.

Toxic air contaminants often result from fugitive emissions during fuel storage and transfer activities, and from leaking valves and pipes. For example, the electronics industry, including semiconductor

³ Atmospheric Environment. 2016. Transition Metals in Coarse, Fine, Very Fine and Ultra-fine Particles from an Interstate Highway Transect Near Detroit. September 12, 2016.



manufacturing, uses highly toxic chlorinated solvents in semiconductor production processes. Automobile exhaust also contains toxic air contaminants, such as benzene and 1,3-butadiene.

Diesel Particulate Matter

Diesel Particulate Matter is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the Statewide total, with an additional 71 percent attributed to other mobile sources, such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute approximately five percent of total diesel particulate matter in the State. It should be noted that CARB has developed several plans and programs to reduce diesel emissions, such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program, and the Diesel Off-Road Online Reporting System. The Portable Equipment Registration Program and Diesel Off-Road Online Reporting System allow owners or operators of portable engines and certain other types of equipment to register their equipment in order to operate them in the State without having to obtain individual permits from local air districts.

Diesel exhaust and many individual substances contained in it (e.g., arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any toxic air contaminant evaluated by the Office of Environmental Health Hazard Assessment. CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, the Office of Environmental Health Hazard Assessment analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from the Office of Environmental Health Hazard Assessment's assessment, CARB estimates that diesel particle levels measured in California's air in 2000 could cause 540 "excess" cancers in a population of one million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust similar to those developed by the Office of Environmental Health Hazard Assessment and CARB.

Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and can cause coughing, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because



children’s lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

Local Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Prior to 2022, the Perris Valley monitoring station (Source Receptor Area 24) was the nearest monitoring station to the Project site. The Perris Valley monitoring station was located approximately 4.0 miles northwest of the Project site and reported air quality statistics for ozone and PM₁₀. The Perris Valley monitoring station did not provide any data for PM₁₀ in 2021 and no data after 2021, so the next nearest monitoring stations are utilized in this analysis. Ambient air quality concentrations are no longer monitored within the Perris Valley as of 2022. Data for ozone, carbon monoxide, nitrogen dioxide, and PM₁₀ was obtained from the Lake Elsinore monitoring station, located within Source Receptor Area 25, approximately 9.45 miles southwest of the Project site. The nearest station for PM_{2.5} data was obtained from the Metropolitan Riverside County monitoring station (Source Receptor Area 23) which is located approximately 22.2 miles northwest of the Project site. Local ambient air quality data from 2020 to 2022 is provided in [Table 5.1-1, Summary of Ambient Air Quality Data](#). This table lists the monitored maximum concentrations and number of exceedances of State/Federal air quality standards for each year.



**Table 5.1-1
Summary of Ambient Air Quality Data**

Pollutant	California Standard	Federal Primary Standard	Year	Maximum Concentration ¹	Days (Samples) State/Federal Standard Exceeded
Ozone (O ₃) (1-hour) ²	0.09 ppm for 1 hour	NA ⁸	2022	0.121 ppm	17 / 0
			2021	0.117 ppm	25 / 0
			2020	0.125 ppm	34 / 1
Ozone (O ₃) (8-hour) ²	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2022	0.091 ppm	37 / 37
			2021	0.094 ppm	60 / 55
			2020	0.106 ppm	74 / 74
Carbon Monoxide (CO) (1-hour) ³	20 ppm for 1 hour	35 ppm for 1 hour	2022	0.9 ppm	0 / 0
			2021	0.9 ppm	0 / 0
			2020	0.9 ppm	0 / 0
Nitrogen Dioxide (NO ₂) ³	0.018 ppm for 1 hour	0.100 ppm for 1 hour	2022	0.037 ppm	0 / 0
			2021	0.044 ppm	0 / 0
			2020	0.044 ppm	0 / 0
Fine Particulate Matter (PM _{2.5}) ^{4, 6}	No Separate Standard	35 µg/m ³ for 24 hours	2022	38.5 µg/m ³	* / 1
			2021	82.1 µg/m ³	* / 10
			2020	41.00 µg/m ³	* / 4
Particulate Matter (PM ₁₀) ^{4, 6, 7}	50 µg/m ³ for 24 hours	150 µg/m ³ for 24 hours ⁹	2022	91.0 µg/m ³	6 / 0
			2021	89.0 µg/m ³	4 / 0
			2020	77.0 µg/m ³	1 / 0

ppm = parts per million; PM₁₀ = particulate matter 10 microns in diameter or less; µg/m³ = micrograms per cubic meter; PM_{2.5} = particulate matter 2.5 microns in diameter or less; NA = not applicable; * = insufficient data available to determine the value

Notes:

1. Maximum concentration is measured over the same period as the California Standards.
2. The 2022 ozone data collected from Lake Elsinore station (Source Receptor Area 25). 2020 and 2021 ozone data were collected from Perris Valley station (Source Receptor Area 24).
3. The carbon monoxide and nitrogen dioxide data were collected from the Lake Elsinore station between 2020 to 2022.
4. The 2020-2022 PM_{2.5} data was collected from the Metropolitan Riverside County monitoring station (Source Receptor Area 23).
5. The 2020 PM₁₀ data was collected from the Perris Valley station. The 2021 and 2022 PM₁₀ data were collected from the Lake Elsinore station.
6. PM₁₀ and PM_{2.5} exceedances are derived from the number of samples exceeded, not days.
7. PM₁₀ exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
8. The Federal standard for 1-hour ozone was revoked in June 2005.
9. The Federal standard for average PM₁₀ was revoked in December 2006.

Sources:

California Air Resources Board, *Historical Data by Year*, <https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>, accessed April 26, 2024.



5.1.2 REGULATORY SETTING

Federal

Federal Clean Air Act

The Federal Clean Air Act of 1963 was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, the EPA is responsible for implementation of certain portions of the Federal Clean Air Act including mobile source requirements. Other portions of the Federal Clean Air Act, such as stationary source requirements, are implemented by state and local agencies.

The Federal Clean Air Act establishes federal air quality standards, known as National Ambient Air Quality Standards and specifies future dates for achieving compliance. The Federal Clean Air Act also mandates that the State submit and implement a State Implementation Plan for areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The 1990 amendments to the Federal Clean Air Act identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones.

In addition to criteria pollutants, Title I of the Federal Clean Air Act also includes air toxics provisions which require the EPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the Federal Clean Air Act, the EPA establishes National Emission Standards for Hazardous Air Pollutants. The list of hazardous air pollutants, or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Federal Clean Air Act Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the EPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles which have strengthened in recent years to improve air quality. For example, the standards for NO_x emissions have been lowered substantially, and the specification requirements for cleaner-burning gasoline are more stringent.

Mobile Source Air Toxics Rule

In 2001, the EPA issued its first Mobile Source Air Toxics Rule, which identified 21 compounds as being hazardous air pollutants that required regulation. A subset of six compounds were identified as having the greatest influence on health, including benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and diesel particulate matter. In February 2007, the EPA issued a second Mobile Source Air Toxics Rule that generally supported the findings in the first rule and provided additional recommendations of compounds having the greatest impact on health. The rule also identified several engine emission certification standards that must be implemented. Unlike criteria pollutants, mobile source air toxics do not have National Ambient Air Quality Standards, making evaluation of their impacts more subjective. In April 2014, the EPA issued a third Mobile Source Air Toxics Rule that established the



Tier 3 standards, which are part of a comprehensive approach to reducing the impacts of motor vehicles on air quality and public health.

National Emissions Standards for Hazardous Air Pollutants Program

Under Federal law, 187 substances are listed as hazardous air pollutants. Major sources of specific hazardous air pollutants are subject to the requirements of the National Emissions Standards for Hazardous Air Pollutants program. The EPA is establishing regulatory schemes for specific source categories and requires implementation of Maximum Achievable Control Technologies for major sources of hazardous air pollutants in each source category. State law has established the framework for California's toxic air contaminant identification and control program, which is generally more stringent than the Federal program and is aimed at hazardous air pollutants that are specific problems in California. The State has formally identified 244 substances as toxic air contaminants and is adopting appropriate control measures for each toxic air contaminant. Once adopted at the State level, each air district will be required to adopt a control measure that is equal or more stringent.

State

California Clean Air Act

CARB administers air quality policies for the State of California. The California Clean Air Act, signed into law in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with the California Ambient Air Quality Standards by the earliest practical date. The AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the California Ambient Air Quality Standards have been achieved. The California Ambient Air Quality Standards apply to the same criteria pollutants as the Federal Clean Air Act but also include State-identified criteria pollutants. Under the California Clean Air Act, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events, such as wildfires, volcanoes, etc., are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The State standards are generally more stringent and apply to more pollutants than the National Ambient Air Quality Standards. In addition to the criteria pollutants, the California Ambient Air Quality Standards have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. Table 5.1-1 identifies the California Ambient Air Quality Standards and the National Ambient Air Quality Standards standards. The South Coast Air Basin is currently designated as a nonattainment area with respect to the State ozone, PM₁₀, and PM_{2.5} standards, as well as the national 8-hour ozone and PM_{2.5} standards. The South Coast Air Basin is designated as in attainment or unclassified for the remaining State and federal standards.

California Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill 2588)

Enacted in 1987, Assembly Bill (AB) 2588 is a Statewide program that requires facilities exceeding recommended the Office of Environmental Health Hazard Assessment levels to reduce risks to acceptable levels. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are



required to perform a health risk assessment and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, AB 2588 was amended by Senate Bill 1731, which required facilities that pose a significant health risk to the community to reduce their risk by developing a risk management plan.

Diesel exhaust is mainly composed of particulate matter and gases, which contain potential cancer-causing substances. Emissions from diesel engines currently include over 40 substances that are listed by EPA as hazardous air pollutants and by CARB as toxic air contaminants. On August 27, 1998, CARB identified particulate matter in diesel exhaust as a toxic air contaminant, based on data linking diesel particulate emissions to increased risks of lung cancer and respiratory disease.

Toxic Air Contaminant Identification and Control Act (AB 1807)

CARB's Statewide comprehensive air toxics program was established in 1983 with the Toxic Air Contaminant Identification and Control Act. AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as toxic air contaminants. Once a toxic air contaminant is identified, CARB adopts an airborne toxics control measure for sources that emit designated toxic air contaminants. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

Diesel Reduction Plan

In September 2000, CARB adopted a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled engines and vehicles. The goal of the plan was to reduce diesel particulate matter emissions and its associated health risk by 75 percent in 2010 and by 85 percent by 2020. As part of this plan, CARB identified airborne toxics control measures for mobile and stationary emissions sources. Each airborne toxics control measure is codified in the California Code of Regulations (CCR), including the airborne toxics control measure to limit diesel-fueled commercial motor vehicle idling, which puts limits on idling time for large diesel engines (13 CCR Chapter 10 Section 2485).

California Building Energy Efficiency Standards (Title 24)

In 1978, the California Energy Commission established the State's energy efficiency standards for residential and non-residential buildings in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. The 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023.

Regional

South Coast Air Quality Management District

The South Coast Air Quality Management District (AQMD) is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The South Coast AQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County. The South Coast Air Basin is designated as a non-attainment area for ozone under the 8-hour National Ambient Air Quality Standard and a nonattainment area under the PM_{2.5} National Ambient Air Quality Standard. The South Coast Air Basin is also designated a non-attainment area for ozone, PM₁₀, and PM_{2.5}.



under the California Ambient Air Quality Standards. The South Coast Air Basin is designated unclassifiable or in attainment for all other federal and State standards.

Air Quality Management Plan

The South Coast AQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Under State law, the South Coast AQMD is required to prepare an AQMP for pollutants for which its jurisdiction is in noncompliance.

To meet the National Ambient Air Quality Standards and California Ambient Air Quality Standards, the South Coast AQMD has adopted a series of AQMPs that serve as a regional blueprint to develop and implement an emissions reduction strategy that will bring the South Coast Air Basin into attainment with the standards in a timely manner. The most significant air quality challenge in the South Coast Air Basin is to reduce NO_x emissions to meet the ozone standard deadline for the non-Coachella Valley portion of the South Coast Air Basin, as NO_x plays a critical role in the creation of ozone. The 2022 AQMP, adopted by the South Coast AQMD's Governing Board on December 2, 2022, includes strategies to ensure that the South Coast AQMD does its part to further its ability to reduce NO_x emissions as expeditiously as practicable, but no later than the statutory attainment deadline of August 3, 2038, for the South Coast Air Basin and August 3, 2033, for the Riverside County portion of the Salton Sea Air Basin to meet the 2015 federal ozone standards.⁴ The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies, such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other California Clean Air Act measures to meet the 8-hour ozone standard. Since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of annual PM_{2.5} standards.⁵

The South Coast AQMD's strategy to meet the National Ambient Air Quality Standards and California Ambient Air Quality Standards distributes the responsibility for emissions reductions across federal, State, and local levels and industries. Most of these emissions are from heavy-duty trucks, ships, and other State and federally regulated mobile source emissions, the majority of which are beyond South Coast AQMD's control. The South Coast AQMD has limited control over truck emissions with rules, such as Rule 1196. The 2022 AQMP is composed of stationary and mobile source emissions reductions, including traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources (e.g., aircraft, locomotives, and ocean-going vessels). These strategies are to be implemented in partnership with CARB and the EPA. The South Coast Air Basin will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero- and low-emission technologies. Of the needed NO_x emissions reductions,

⁴ South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.

⁵ South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.



46 percent will come from federal actions, 34 percent from CARB actions, and 20 percent will come directly from South Coast AQMD actions.⁶

The 2022 AQMP also incorporates the transportation strategy and transportation control measures from the Connect SoCal: the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020). A more detailed discussion of Connect SoCal 2020 is included below.

CEQA Air Quality Handbook

The South Coast AQMD published the *CEQA Air Quality Handbook*, which was approved by the South Coast AQMD Governing Board in 1993. The *CEQA Air Quality Handbook* guides local government agencies and consultants in preparing air quality assessments for environmental documents required by CEQA. With the help of the *CEQA Air Quality Handbook*, local land use planners and other consultants can analyze and document how proposed and existing projects affect air quality and fulfill the requirements of the CEQA review process. The South Coast AQMD is in the process of developing an *Air Quality Analysis Guidance Handbook* to replace the current *CEQA Air Quality Handbook*.

Rules and Regulations

The South Coast AQMD has adopted several rules and regulations to regulate sources of air pollution in the South Coast Air Basin and help achieve air quality standards for land use development projects. The following rules apply to the Project:

- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce, or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM₁₀ emissions to less than 50 micrograms per cubic meter (µg/m³), and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the EPA.
- Rule 445 – Wood-Burning Devices: This rule prohibits installation of wood-burning devices into any new development.

⁶ South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.



- Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Rule 1138 – Control of Emissions from Restaurant Operations: This rule specifies particulate matter and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters: This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NOx emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- Rule 1186 – PM₁₀ Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM₁₀ emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).
- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule applies to stationary compression ignition engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

*Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020)*⁷

The Southern California Association of Governments (SCAG) is the regional planning agency that implements Connect SoCal, (also referred to as the Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility

⁷ It is noted that SCAG adopted Connect SoCal 2024 on April 4, 2024. However, the 2022 AQMP utilizes growth forecasts and measures from Connect SoCal 2020. Therefore, for purposes of this EIR and the air quality analysis, Connect SoCal 2020 is relevant and applicable to consistency with the 2022 AQMP.



of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. Connect SoCal 2020 includes transportation programs, measures, and strategies generally designed to reduce vehicle miles travelled (VMT), which are contained in the 2022 AQMP. The South Coast AQMD combines its portion of the AQMP with measures prepared by SCAG.⁸ The Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on Connect SoCal 2020.

The 2022 AQMP forecasts the 2037 emissions inventories “with growth” based on Connect SoCal 2020. The region is projected to see a 12 percent growth in population, a 17 percent growth in housing units, an 11 percent growth in employment, and a 5 percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily because of air quality control programs at the local, State, and federal levels.⁹

Since issuance of the Project’s Notice of Preparation and initiation of the analysis presented in this EIR, SCAG adopted Connect SoCal 2024. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region’s shared goals through 2050. As with Connect SoCal 2020, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California’s GHG-emission-reduction goals and federal Clean Air Act requirements.

Local

City of Perris Comprehensive General Plan 2030

The City’s Comprehensive General Plan 2030 includes the following goals and policies that would reduce air emissions generated by land uses within the City:

Conservation Element

GOAL VIII. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.

Policy VIII.A. Adopt and maintain development regulations that encourage water and resource conservation.

⁸ South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.

⁹ South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.



Implementation Measure VIII.A.1 Use indigenous and/or drought-resistant planting materials and efficient irrigation systems in residential projects as a means of reducing water demand, including smart irrigation systems.

Implementation Measure VIII.A.2 Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.

Implementation Measure VIII.A.3 Use water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

Implementation Measure VIII.A.4 Use gray water, and water conserving appliances and fixtures within all new commercial and industrial developments.

Implementation Measure VIII.A.5 Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.

Implementation Measure VIII.A.7 Create and maintain reclaimed water systems to provide reclaimed water for irrigation of municipal and commercial landscaping.

Implementation Measure VIII.A.8 Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.

Policy VIII.B. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.

Implementation Measure VIII.B.1 Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.

Implementation Measure VIII.B.2 Reuse, refurbish and remodel existing public and private buildings whenever possible to conserve land and resources.

Implementation Measure VIII.B.3 Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.

Implementation Measure VIII.B.4 Use educational forums and public relation programs to inform residents of the full range of recycling techniques available.

Implementation Measure VIII.B.5 Establish a procurement policy favoring recycling materials.

Policy VIII.C. Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers



who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

Implementation Measure VIII.C.1 Create a green building ordinance that promotes the use of green building technology and design.

Implementation Measure VIII.C.2 The City shall obtain and maintain a LEED accredited employee on staff that is intended to review and make recommendations on all new and remodel projects processing through the City.

Implementation Measure VIII.C.3 Encourage the design and construction of durable buildings that are efficient and economical to own and operate.

Implementation Measure VIII.C.4 Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.

Implementation Measure VIII.C.5 Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.

GOAL IX. Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A. Encourage land uses and new development that support alternatives to the single occupant vehicle.

Implementation Measure IX.A.1 Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.

Implementation Measure IX.A.2 Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.

Implementation Measure IX.A.3 Use the Planned Development Zoning Overlay to encourage the transition to higher densities along the City's transit and commercial corridors to take greater advantage of public transit.

Implementation Measure IX.A.4 Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.

Implementation Measure IX.A.5 The City shall require all new public and private development to include bike and walking paths wherever feasible.

Implementation Measure IX.A.6 The City shall purposely design interconnections between existing and proposed bicycle and walking paths, and trails throughout the city.



GOAL X. Encourage improved energy performance standards above and beyond the California Title 24 requirements.

Policy X.B. Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

Implementation Measure X.B.1 Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic and economic benefits of trees in the urban environment.

Implementation Measure X.B.2 Establish a Tree Board or Commission and adopt a tree care ordinance.

Implementation Measure X.B.3 Provide educational materials to residents about the value of trees in the environment and encourage the planting of trees and tree care.

GOAL XI. The City shall lead the development community by example in green building, and energy and resource conservation practices.

Policy XI.A The City shall support LEED development standards and gray water usage for all new and refurbished public buildings and facilities. All projects undertaken by the City, or that receive funding from the City or the Redevelopment Agency should be encouraged to utilize green building practices.

Implementation Measure XI.A.1 The City shall actively seek available funding from the government and private sectors for implementation and support of green building and resource conservation.

Implementation Measure XI.A.2 The City shall install and maintain shared vehicle parking and support facilities at all City facilities feasible, i.e., dual fuel vehicles and charging systems on site, car pool parking and bus stop shelters).

Implementation Measure XI.A.3 The City shall design projects to install and maintain accessible bicycle storage for visitors and occupants and include bicycle paths within new and refurbished public and public sponsored facilities.

Implementation Measure XI.A.4 The City shall keep a “spotlight” upon existing and proposed green building public structures and facilities by displaying informational plaques, providing interactive kiosks and having explanatory pamphlets available on subject sites and at various public service counters.

Policy XI.B The City shall actively reduce greenhouse gas emissions from public facilities throughout the community.

Implementation Measure XI.B.1 The City shall conduct a baseline greenhouse gas emissions inventory of the City as required by AB 32, the Global Warming Act.



Implementation Measure XI.B.2 The City shall monitor and verify results of greenhouse gas emissions within the City.

Implementation Measure XI.B.3 The City shall adopt greenhouse gas emission reduction targets.

Implementation Measure XI.B.4 The City shall develop a local action plan for reduction of greenhouse gas emissions.

Implementation Measure XI.B.5 The City shall strive to produce at least 5% of the energy needed by City buildings from an alternate energy source such as solar.

Implementation Measure XI.B.6 The City shall strive to have at least 20% of the City vehicles utilizing an alternate fuel source such as liquid propane gas (LPG).

Implementation Measure XI.B.7 The City shall actively pursue the purchase of replacement vehicles that utilize an alternate fuel source.

Implementation Measure XI.B.8 The City shall install alternate energy sources on their existing structures and pursue alternate energy sources for any new City structures.

Implementation Measure XI.B.9 The City shall be an active participant in regional initiatives concerning greenhouse gas emissions.

Healthy Community Element

GOAL HC-3: Healthy Environment. Multimodal Transportation – Support efforts to create transportation options beyond an auto-centric focus

Policy HC 3.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.

Policy HC 3.2 Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.

Policy HC 3.3 Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.

GOAL HC-6: Healthy Environment. Support efforts of local businesses and regional agencies to improve the health of our region’s environment.

Policy HC 6.3 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.

City of Perris General Plan EIR

There are no applicable mitigation measures from the EIR for the Perris Comprehensive General Plan 2030 that pertain to air quality.

City of Perris Municipal Code

Perris Municipal Code Chapter 7.40, *Transportation Demand Management*, is intended to protect the public health, welfare and safety by reducing air pollution and congestion caused by vehicle trips and vehicle miles traveled and to comply with the requirements of the South Coast AQMP and the congestion management program adopted by the County of Riverside.

5.1.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by Appendix G of the State CEQA Guidelines, as amended, and used by the City of Perris in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as significance criteria in this section. A project would result in a significant impact related to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (refer to Impact Statement AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and/or
- Result in other emissions such as those leading to odors adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

South Coast AQMD Regional Threshold

Mass Emissions Thresholds

According to the South Coast AQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established mass daily thresholds of significance for air quality during project construction and



operations, as shown in [Table 5.1-2, South Coast AQMD Air Quality Significance Thresholds](#). The evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to the South Coast AQMD’s cumulative air quality impact methodology. The South Coast AQMD states that if an individual project results in air emissions of pollutants (VOC, carbon monoxide, NO_x, SO_x, PM₁₀, and PM_{2.5}) that exceed the South Coast AQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

**Table 5.1-2
South Coast AQMD Air Quality Significance Thresholds**

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Volatile Organic Compounds (VOC)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, March 2023.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the proposed Project would be subject to ambient air quality standards. These are addressed through an analysis of localized carbon monoxide impacts. The California 1-hour and 8-hour carbon monoxide standards are:

- 1-hour = 20 parts per million (ppm)
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient carbon monoxide levels near the project site exceed State and federal carbon monoxide standards. The South Coast Air Basin has been designated as attainment for carbon monoxide under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to a carbon monoxide hotspot analysis, the South Coast AQMD has developed Localized Significance Thresholds (“LSTs”) for emissions of nitrogen dioxide, carbon monoxide, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the South Coast AQMD, and the distance to the nearest sensitive receptor. An LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. The City of Perris is located within South Coast AQMD SRA 24 (Perris Valley) and the



nearest sensitive receptors are located approximately 400 feet to the north of the Project site. Table 5.1-3, Localized Significance Thresholds (Construction/Operations), shows the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 24 with sensitive receptors located within 100 meters of a project site.

**Table 5.1-3
Localized Significance Thresholds for SRA 24 (Construction/Operations)**

Project Size	Nitrogen Oxide (NOx) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM ₁₀) – lbs/day	Fine Particulates (PM _{2.5}) – lbs/day
1.0 acres	212/212	1,746 /1,746	30/8	8/2
2.0 acres	264/264	2,232/2,232	38/10	10/3
5.0 acres	378/378	3,437 /3,437	59/14	16/4

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology – Appendix C*, revised October 21, 2009.

Health Risk Analysis Thresholds

The South Coast AQMD has established maximum thresholds of significance for toxic air contaminants, which would be significant if they exceed the following thresholds:

- Incremental residential cancer risk of equal to or greater than 10 in one million;
- Incremental workplace cancer risk of equal to or greater than 10 in one million; and,
- Chronic and Acute Hazard Index of equal to or greater than 1.0 (project increment).

Cancer risk is expressed in terms of expected incremental incidence per million population. The South Coast AQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter exposure. This threshold serves to determine whether a given project has a potentially significant development-specific and cumulative impact. The 10 in one million standard is a very health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these air toxics.

The South Coast AQMD has also established non-carcinogenic risk parameters for use in health risk assessments. Noncarcinogenic risks are quantified by calculating a “hazard index”, expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level. A Reference Exposure Level is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. As such, non-carcinogenic exposures of less than 1.0 are considered by the South Coast AQMD to be less than significant.

Cumulative Emissions Thresholds

Based on South Coast AQMD guidance, individual development projects that exceed the South Coast AQMD’s recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin is in non-



attainment. As discussed in Appendix D of the South Coast AQMD’s White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution:

As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR... Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.¹⁰

The cumulative analysis of air quality impacts follows the South Coast AQMD’s guidance such that construction or operational Project emissions will be considered cumulatively considerable if Project-specific emissions exceed an applicable recommended significance threshold established by the South Coast AQMD.

Based on these significance thresholds and criteria, the Project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are sometimes qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.1.4 IMPACTS AND MITIGATION MEASURES

AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: As part of its enforcement responsibilities, the EPA requires that each state with nonattainment areas prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and State ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD is required, pursuant to the Federal Clean Air Act, to reduce

¹⁰ South Coast Air Quality Management District, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, Appendix D, August 2003.



emissions of criteria pollutants for which the South Coast Air Basin is in non-attainment. To reduce such emissions, the South Coast AQMD prepared the 2022 AQMP, which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national ambient air quality standards. The 2022 AQMP is a regional and multi-agency effort including the South Coast AQMD, CARB, SCAG, and the EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including Connect SoCal 2020's updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The South Coast AQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the South Coast Air Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The proposed Project is subject to the South Coast AQMD's 2022 AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards and National Ambient Air Quality Standards. As shown in [Table 5.1-4, *Construction-Related Emissions \(Maximum Pounds Per Day\)*](#), and [Table 5.1-5, *Operational-Related Emissions \(Maximum Pounds Per Day\)*](#), the proposed Project maximum daily construction and operational emissions would be below the South Coast AQMD's thresholds of significance, except for regional NO_x emissions during Project operation. Although the Project would generate regional NO_x emissions during Project operation that would exceed the South Coast AQMD threshold of significance, [Table 5.1-6, *Localized Significance of Construction Emissions \(Maximum Pounds per Day\)*](#), and [Table 5.1-7, *Localized Significance of Operational Emissions \(Maximum Pounds per Day\)*](#), show that the Project would not violate air quality standards at nearby sensitive receptor locations. Thus, the Project would be consistent with the first criterion, and therefore a less than significant impact would occur.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the South Coast AQMD's recommended daily emissions thresholds.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the South Coast AQMD's second criterion for determining



project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the pre-existing General Plan land use designations and the Connect SoCal 2020 demographics forecasts. The population, housing, and employment forecasts within Connect SoCal 2020 are based on local general plans as well as input from local governments, such as the City of Perris. The South Coast AQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP. The growth assumptions from the City's adopted 2030 General Plan were incorporated into the 2022 AQMP.

The Project involves the development of a travel center, which would not induce direct population or housing growth in the City. However, the Project would induce employment growth of up to approximately 70 employees. The Project would be within the population, housing, and employment projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

2. *Would the project implement all feasible air quality mitigation measures?*

The proposed Project would result in less than significant air quality impacts with the exception of NO_x, as operational NO_x is anticipated to exceed the South Coast AQMD's regional threshold of significance. Compliance with all feasible emission reduction measures identified by South Coast AQMD would be required as identified in Impact Statement AQ-2 and AQ-3. As such, the proposed Project meets this 2022 AQMP consistency criterion.

3. *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on Connect SoCal 2020. As discussed above, the Project would be consistent with the actions and strategies of Connect SoCal 2020.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Therefore, the Project would not conflict with or obstruct implementation of the applicable air quality plan and this impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



AQ-2: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact Analysis:

Construction

Project construction activities would generate short-term emissions of criteria air pollutants. The pollutants of primary concern within the Project site include ozone-precursor pollutants (i.e., VOC and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the South Coast AQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

Construction-related emissions were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Based on the anticipated construction schedule provided by the Project Applicant, site preparation, grading, paving, and building construction are anticipated to begin in the first half of 2025. Refer to [Appendix C](#) for additional information regarding the construction assumptions used in this analysis.

The Project's predicted maximum daily construction-related emissions are summarized in [Table 5.1-4, Construction-Related Emissions \(Maximum Pounds Per Day\)](#). As shown in [Table 5.1-4](#), all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered to be less than significant, Project development would be subject to compliance with South Coast AQMD Rules 402 (Nuisance), 403 (Fugitive Dust), and 1113 (Architectural Coatings), which would further reduce specific construction-related emissions. Project construction emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay the South Coast AQMD's goal for meeting attainment standards in the South Coast Air Basin. Project cumulative air quality impacts associated with construction emissions would be less than significant.



**Table 5.1-4
Construction-Related Emissions (Maximum Pounds Per Day)**

Construction Year	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
2025	2.5	16.3	88.3	0.1	8.3	5.9
South Coast AQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2022.1.1.17.

Notes: South Coast AQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the South Coast AQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to [Appendix C](#) for model outputs.

Operation

The Project’s operational emissions would be associated with motor vehicle use and area sources. Mobile sources emissions are generated from vehicle operations associated with Project operations. Typically, area sources are small sources that contribute very minor emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions.

CalEEMod was also used to calculate pollutants emissions from vehicular trips generated by the proposed Project. The vehicle trip rate for the Project was provided by Kimley-Horn Associates; refer to [Appendix E, Transportation Analysis](#). The CalEEMod estimated emissions from Project operations are summarized in [Table 5.1-5, Operational-Related Emissions \(Maximum Pounds Per Day\)](#). Note that emissions rates differ from summer to winter due to different fuel mixtures required to be sold during the different seasons.



**Table 5.1-5
Operational-Related Emissions (Maximum Pounds Per Day)**

Source	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Summer Emissions						
Area Source	0.2	<0.1	0.2	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile	13.0	162.0	215.1	1.7	88.4	24.7
Total	13.1	162.1	215.4	1.7	88.4	24.7
South Coast AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No
Winter Emissions						
Area Source	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile	12.2	169.9	175.0	1.7	88.4	24.7
Total	12.3	170.0	175.1	1.7	88.4	24.7
South Coast AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No
Source: CalEEMod Version 2022.1.1.17; refer to Appendix C for model outputs.						

As shown in [Table 5.1-5](#), emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the South Coast AQMD thresholds for any criteria air pollutants, except for NOx. Therefore, Project cumulative operational impacts have the potential to be significant. The proposed Project would be required to implement Mitigation Measures AQ-1 through AQ-3, which would provide for reduced operational air quality emissions. However, even with implementation of the identified mitigation measures, the proposed Project would still cause an exceedance of South Coast AQMD threshold of significance for NOx. Therefore, the proposed Project would have a significant and unavoidable operational air quality impact.

Mitigation Measures:

AQ-1: The Project Applicant/Facility Owner or Operator shall ensure that upon Project operation, for trucks owned or operated by the Project Applicant/Facility Owner or Operator that access the site, only ultra-low sulfur diesel fuel or biodiesel blended with sulfur content of 15 ppm or less shall be used, so long as such fuel is commercially available.

AQ-2: The Project Applicant shall install and maintain perimeter landscaping that includes vegetation and a tree canopy (which may include structural solar canopies).



AQ-3: The Project Applicant shall ensure that the Project building(s) exceeds applicable Title 24 Building Envelope Energy Efficiency Standards by at least 1 percent.

AQ-4: The Project Applicant shall devise and implement a property maintenance plan during Project operation that includes sweeping parking lots regularly to remove road dust, tire wear, brake dust, and other contaminants.

Level of Significance: Significant and Unavoidable Impact.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis:

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project site are located approximately 400 feet to the north of the Project site, along Tumble Road and Illinois Avenue. To identify impacts to sensitive receptors, the South Coast AQMD recommends addressing LSTs for construction. LSTs were developed in response to the South Coast AQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The South Coast AQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific emissions.

The maximum daily disturbed acreage for the Project would be approximately 0.52 acre (i.e. the maximum total building footprint area anticipated for the travel center and shop building). The appropriate SRA for the Project LSTs is the South Coast AQMD SRA 24 (Perris Valley), since SRA 24 includes the Project site. LSTs apply to carbon monoxide, nitrogen dioxide, PM₁₀, and PM_{2.5}. The South Coast AQMD produced look-up tables for projects that disturb areas less than or equal to 1.0 acres. As stated, Project construction is anticipated to disturb a maximum of 0.52 acre in a single day.

The South Coast AQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the South Coast AQMD, LSTs for receptors located at 100 meters were utilized in this analysis for receptors located over 100 meters from the Project site. Table 5.1-6, Localized Significance of Construction Emissions (Maximum Pounds per Day), presents the results of localized emissions during proposed Project construction.



**Table 5.1-6
Localized Significance of Construction Emissions (Maximum Pounds per Day)¹**

Construction Activity	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Site Preparation (2025)	2.6	28.3	7.8	4.0
Grading (On-site) (2025)	8.2	34.9	3.6	1.7
Building Construction (2025)	3.5	14.8	0.1	0.1
Grading (Off-site) (2025)	3.5	14.8	0.1	0.1
Paving (On-site) (2025)	3.0	10.4	0.1	0.1
South Coast AQMD Localized Screening Thresholds (1 acre at 100 meters)	212	1,746	30	8
Exceed South Coast AQMD Threshold?	No	No	No	No
Source: CalEEMod Version 2022.1.1.17; refer to Appendix C for model outputs. Notes: 1. Emissions reflect on-site construction emissions only, per South Coast AQMD guidance.				

As shown in [Table 5.1-6](#), the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, Project development would be subject to compliance with South Coast AQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning localized emissions during construction activities.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in [Table 5.1-7, Localized Significance of Operational Emissions \(Maximum Pounds per Day\)](#). [Table 5.1-7](#) shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning localized emissions during operational activities.



**Table 5.1-7
Localized Significance of Operational Emissions (Maximum Pounds per Day)**

Emission Sources	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
On-Site Emissions (Area Sources)	<0.1	0.2	<0.1	<0.1
South Coast AQMD Localized Screening Threshold (1 acre at 100 meters)	212	1,746	8	2
Exceed South Coast AQMD Threshold?	No	No	No	No
Source: CalEEMod version 2022.1.1.17; refer to Appendix C for model outputs.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project’s air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] 6 Cal.5th 502).

As discussed in briefs filed in the Friant Ranch case, correlating a project’s criteria air pollutant emissions to specific health impacts is challenging. The South Coast AQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in California, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes noted that it may be “difficult to quantify health impacts for criteria pollutants.”¹¹ The South Coast AQMD used ozone as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming ozone “takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources.”¹² Second, “it takes a large amount of additional precursor emissions (NOx and VOC) to cause a modeled increase in ambient ozone levels over an entire region,” with a 2012 study showing that “reducing NOx by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the South Coast AQMD’s monitor site with the highest levels by only 9 parts per billion.”¹³ The South Coast AQMD

¹¹ South Coast Air Quality Management District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and Respondent: Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, 2015.

¹² South Coast Air Quality Management District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and Respondent: Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, 2015.

¹³ South Coast Air Quality Management District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and*



concluded that it “does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects.”¹⁴

The San Joaquin Valley Unified Air Pollution Control District ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that “[b]ecause of the complexity of ozone formation, a specific tonnage amount of NO_x or VOC emitted in a particular area does not equate to a particular concentration of ozone in that area.”¹⁵ Similarly, the tonnage of particulate matter “emitted does not always equate to the local PM concentration because it can be transported long distances by wind,” and “[s]econdary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO_x) and NO_x,” meaning that “the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.”¹⁶ The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and particulate matter experienced by the receptor rather than levels of NO_x, SO_x, and VOC produced by a source.

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

Respondent: Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae, 2015.

¹⁴ South Coast Air Quality Management District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and Respondent: Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae, 2015.*

¹⁵ San Joaquin Valley Air Pollution Control District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and Respondent: Application for Leave to File Amicus Curiae Brief of San Joaquin Valley Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P., 2015.*

¹⁶ San Joaquin Valley Air Pollution Control District, *Sierra Club, Revive the San Joaquin and League of Women Voters of Fresno, Plaintiffs and Appellants, v. County of Fresno, Defendant and Respondent and, Friant Ranchm L.P. Real Party in Interest and Respondent: Application for Leave to File Amicus Curiae Brief of San Joaquin Valley Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P., 2015.*



As previously discussed, localized effects of on-site Project emissions on nearby receptors were found to be less than significant; refer to [Table 5.1-4](#) and [Table 5.1-5](#). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable National Ambient Air Quality Standards or California Ambient Air Quality Standards. The LSTs were developed by the South Coast AQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

It should also be noted that the proposed Project is significantly smaller than the project evaluated in the Friant Ranch case and, consequently, would be more difficult to analyze impacts. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}. As the Project's emissions would comply with federal, state, and local air quality standards, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

Toxic Air Contaminants

A toxic air contaminant is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. Toxic air contaminants are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those toxic air contaminants that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal governments have set ambient air quality standards.

The proposed Project has the potential to impact nearby sensitive receptors due to the nature of the proposed travel center operations, which provide services and amenities, such as fueling facilities, to passing motorists, including commercial truck operators. Heavy-duty diesel trucks are emitters of diesel particulate matter, which is emitted from on-site truck vehicle circulation and idling and off-site mobile travel, as well as from the off-gassing of benzene vapor from various on-site refueling activities. Combined, these sources have the potential to generate substantial toxic air contaminants on nearby sensitive receptors, including those located nearest to the Project site. The South Coast AQMD has established maximum thresholds of significance for toxic air contaminants, which would be significant if they exceed the following thresholds:

- Incremental residential cancer risk of equal to or greater than 10 in one million;
- Incremental workplace cancer risk of equal to or greater than 10 in one million; and,
- Chronic and Acute Hazard Index of equal to or greater than 1.0 (project increment).

Air dispersion modeling was conducted using AERMOD and HARP-2 risk modeling software to determine cancer and non-cancer toxic air contaminant risks on the nearest residential and workplace receptors. Maximum incremental residential cancer risk was evaluated over a 70-year period; maximum incremental



workplace cancer risk was evaluated over a 40-year period. Chronic and acute cancer risks on the nearest sensitive receptors were also modeled.

A rectangular (x-y) coordinate system was used to model receptors. An area within 1,000 meters of the proposed travel center site boundaries was used with receptor spacing of 50 meters, where applicable. Additional receptors were added along or near the nearest sensitive receptors surrounding the travel center site. Additional sensitive receptors were placed along nearby roadways and in-between receptors, to allow for analysis throughout the modelling extent and to allow for a visual representation of dispersion contours. Receptors were also placed along the proposed travel center property line.

Table 5.1-8, *Summary of Maximum Health Risks*, displays the residential and workplace cancer risk, and acute and chronic incidence rate results at nearest receptors; refer to [Appendix C](#) for the detailed analysis. On-site truck idling emissions were modeled via 16 volume sources located throughout the travel center site, where idling would occur (these were grouped together as volume sources). Additionally, on-site mobile sources and off-site mobile sources (along the relevant roadways leading to the Project site) were analyzed. Benzene emissions from Project gasoline service activities were also modeled. Additional parameters, assumptions, and output selections provided within the modeling is described within the health risk assessment provided in [Appendix C](#).

Table 5.1-8
Summary of Maximum Health Risks

Risk Metric	Maximum Risk (per million persons)	Significance Threshold	Is Threshold Exceeded?
Residential Cancer Risk (30-year exposure) ¹	6.83	10 per million	No
Workplace Cancer Risk (25-year exposure) ²	5.89	10 per million	No
Chronic (non-cancer) ²	0.45	Hazard Index ≥1	No
Acute (non-cancer) ²	0.22	Hazard Index ≥1	No
Sources: AERMOD 11.2.0 (Lakes Environmental Software, 2022); HARP-2 Air Dispersion and Risk Tool			
Notes: 1. The maximum residential cancer risk would be for a residence located approximately 400 feet to the north of the Project site, along Trumble Road, at 25870 Trumble Road. The incremental residential cancer risk (30-year exposure) at this location is as provided within this table. 2. The Receptor with the highest workplace cancer risk, chronic non-cancer risk, and acute non-cancer risk, would be located within and/or adjacent (to the south) of the Travel Center Building.			

As shown in [Table 5.1-8](#), the proposed Project would not exceed the maximum risk values established by the South Coast AQMD for toxic air contaminants. All receptor types would be below the applicable South Coast AQMD significance thresholds and potential impacts would be less than significant.



Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptors to the Project site are located approximately 400 feet to the north of the Project site.

The California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable diesel particulate matter emissions. For these reasons, diesel particulate matter generated by Project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxins and the proposed Project would result in a less than significant impact.

Carbon Monoxide Hotspots

An analysis of carbon monoxide "hot spots" is often used to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the California Ambient Air Quality Standards or National Ambient Air Quality Standards. It has long been recognized that carbon monoxide exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the carbon monoxide standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, carbon monoxide concentrations have steadily declined.

Accordingly, with the steadily decreasing carbon monoxide emissions from vehicles, even very busy intersections do not result in exceedances of the carbon monoxide standard. The 2022 AQMP is the most recent version that addresses carbon monoxide concentrations. As part of the South Coast AQMD Carbon Monoxide Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for carbon monoxide concentrations. This modeling effort identified a carbon monoxide concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The proposed Project



would not produce the volume of traffic required to generate a carbon monoxide hot spot in the context of the South Coast AQMD's Carbon Monoxide Hotspot Analysis. As the carbon monoxide hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that carbon monoxide hotspots would not be experienced at any Project area intersections from the 2,869 net daily new passenger car and truck trips attributable to the proposed Project. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AQ-4: Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Impact Analysis: According to the South Coast AQMD's CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project Applicant proposes to develop a travel center, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. Although the proposed Project would generate heavy-duty vehicle trips that would generate localized exhaust odors, sensitive receptors are located sufficiently away from the Project site that there is limited to no potential for such emissions to lead to odors that would adversely affect a substantial number of people. Moreover, as previously stated, the Project would not include any of the land uses that have been identified by the South Coast AQMD as odor sources and operational impacts would be less than significant.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, Project construction would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with South Coast AQMD Regulation XI, Rule 1113 – Architectural Coating, which would minimize odor impacts from VOC emissions during architectural coating. Additionally, the Project would include exterior architectural coating finishes that are pre-finished, further reducing the potential for odors. Any potential impacts to existing adjacent land uses would be short-term and less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS

State CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." The following discussions are included in order of the topical



areas discussed above to determine whether a significant cumulative effect would occur. The geographic setting for air quality considers development within the City as well as the South Coast Air Basin.

Would the project, combined with other related projects, conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: As stated under Impact AQ-1, the proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Therefore, the proposed Project's incremental effects involving potential conflict with or obstructing implementation of the 2022 AQMP would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related projects, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact Analysis: As described under Impact AQ-2, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the South Coast AQMD thresholds for any criteria air pollutants, except for NO_x. Therefore, Project cumulative operational impacts have the potential to be significant. The proposed Project would be required to implement Mitigation Measure AQ-1 through AQ-3. However, even with implementation of these mitigation measures, the proposed Project would still cause an exceedance of South Coast AQMD's threshold for NO_x under Project operational conditions, resulting in a significant and unavoidable impact. As a result, the Project's incremental effects associated with a net increase of any nonattainment criteria pollutant or exposure of sensitive receptors to potentially significant health risk impacts would be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-3.

Level of Significance: Significant and Unavoidable Impact.

Would the project, combined with other related projects, expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: Carbon monoxide hotspots would not be experienced at any intersections near the Project site. A health risk assessment was prepared for the proposed Project. The proposed Project would not exceed the maximum risk values established by the South Coast AQMD for toxic air contaminants. All receptor types would be below the applicable South Coast AQMD significance thresholds and potential impacts would be less than significant.

As stated above, the LST methodology assists lead agencies in analyzing localized air quality impacts. The South Coast AQMD provides the LST screening lookup tables for one-, two-, and five-acre projects. Because the disturbed acreages for each related project site can vary, the LST thresholds utilized vary on a project-by-project basis. Localized emissions also only affect the areas immediately adjacent to a project site. Thus, construction localized emissions associated with the proposed Project would not cumulatively contribute pollutant concentrations to the same sensitive receptors as other related projects. Thus, the



Project's incremental effects associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related projects, result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Impact Analysis: As discussed above, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project proposes construction and operation of a travel center, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. Although the proposed Project would generate heavy-duty vehicle trips that would generate localized exhaust odors, sensitive receptors are located sufficiently away from the Project site that there is limited to no potential for such emissions to lead to odors that would adversely affect a substantial number of people.

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon Project completion. In addition, the Project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The Project would also be required to comply with South Coast AQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from VOC emissions during architectural coating. Additionally, the Project would include exterior architectural coating finishes that are pre-finished, further reducing the potential for odors. Any potential impacts to existing adjacent land uses would be short-term and less than significant. Thus, the Project's incremental effect related to emissions leading to odors affecting a substantial number of people would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The Project would result in a significant and unavoidable impact for the following area:

- The Project, combined with other related projects, would have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during operational activities.



If the City of Perris approves the Project, the City will be required to make findings in accordance with State CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with State CEQA Guidelines Section 15093.

5.1.7 REFERENCES

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<https://supreme.courts.ca.gov/sites/default/files/supremecourt/default/documents/7-s219783-ac-san-joaquin-valley-unified-air-pollution-control-dist-041315.pdf>

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5.2 GREENHOUSE GAS EMISSIONS

The purpose of this section is to describe the global and State-level problems associated with high levels of greenhouse gases (GHG) in Earth's atmosphere, the primary regulatory measures enacted to reduce GHG emissions from major sources, present an inventory of the Project's GHG emissions, and address their potential environmental impacts. This section is largely based upon the CalEEMod modeling prepared for the proposed Project by De Novo Planning Group, included as modeling data and assumptions found in [Appendix C, Air Quality/Health Risk Assessment and Greenhouse Gas Emissions](#).

5.2.1 ENVIRONMENTAL SETTING

Greenhouse Gases and Climate Change Linkages

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone. Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including carbon dioxide, methane, and nitrous oxide, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47,156, and 23 percent, respectively (IPCC, 2023).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide, methane, ozone, water vapor, nitrous oxide, and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2023).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 369 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2022 (California Air Resources Board, 2023).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect.



This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only carbon dioxide were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for 38 percent of total GHG emissions in the State. This category was followed by the industrial sector (23 percent), the electricity generation sector (including both in-state and out of-state sources) (16 percent), the agriculture and forestry sector (9 percent), the residential energy consumption sector (8 percent), and the commercial energy consumption sector (6 percent) (California Air Resources Board, 2023).

Effects of Global Climate Change

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the State. The snowpack portion of the supply could potentially decline by 50 percent to 75 percent by the end of the 21st century.¹ This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the State; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (California Environmental Protection Agency, 2010). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the Indicators of Climate Change in California report², the impacts of global warming in California are anticipated to include, but are not limited to, the following:

¹ National Resources Defense Council, *California Snowpack and the Drought*, 2014.
<https://www.nrdc.org/sites/default/files/ca-snowpack-and-drought-FS.pdf>, accessed November 28, 2023.

² California Office of Environmental Health Hazard Assessment, *2022 Report: Indicators of Climate Change in California*, 2023. <https://oehha.ca.gov/climate-change/epic-2022>, accessed November 28, 2023.



Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25 percent to 35 percent under the lower warming range and from 75 percent to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit (°F) in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major State fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the State (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70 percent to 90 percent. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.



Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the State. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 percent to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the State's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.



Energy Consumption

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are the most widely used form of energy in the State. However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard, which requires the State to derive at least 60 percent of electricity generated by 2030, and to achieve zero-carbon emissions by 2045 (as passed in September 2018, under Senate Bill 100). The 2021 SB 100 Joint Agency Report was published in 2021, which found that the long-term goals contained in SB 100 are technically achievable through multiple pathways, although achieving 100 clean electricity would increase the total annual electricity system cost by 6 percent relative to the cost under the state's Renewables Portfolio Standard requirement of having at least 60 percent clean electricity by the end of 2030. These estimates will change over time as markets change, new technologies are commercialized, and additional factors such as grid reliability are included in future analyses.

California's per capita rate of energy usage has remained relatively constant since the 1970s. Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that contribute to global climate change. Alternative fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

Electricity Consumption

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and a very small amount of nuclear generation resources. In 2020, nearly one-half of the electricity supply came from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations (U.S. EIA, 2022). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's Renewable Portfolio Standard.

According to the California Energy Commission, total statewide electricity consumption increased from 166,979 gigawatt-hours (GWh) in 1980 to 228,038 GWh in 1990, which is an estimated annual growth rate of 3.66 percent. The statewide electricity consumption in 1997 was 246,225 GWh, reflecting an annual growth rate of 1.14 percent between 1990 and 1997 (U.S. EIA, 2023b). Statewide consumption was 274,985 GWh in 2010, an annual growth rate of 0.9 percent between 1997 and 2010.

Oil

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2019, world consumption of oil had reached



approximately 98 million barrels per day. The United States, with approximately five percent of the world's population, accounts for approximately 19 percent of world oil consumption, or approximately 18.6 million barrels per day. The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 95 percent of the State's transportation energy needs.

Natural Gas/Propane

The State produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest (California Energy Commission, 2012). As of March 2022, California produced 11.4 billion cubic feet of natural gas per month (U.S. EIA, 2022). Southern California Edison (SCE) is one of the largest publicly-owned utility in California and provides natural gas for residential, industrial, and agency consumers within the Riverside County area.

5.2.2 REGULATORY SETTING

Federal

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (Assembly Bill (AB) 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations to adopt a sustainable communities' strategy or alternative planning strategy that will prescribe land use allocation in that Metropolitan Planning Organization's regional transportation plan. CARB, in consultation with Metropolitan Planning Organizations, is required to provide each affected region with GHG reduction targets emitted by



passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each Metropolitan Planning Organization's sustainable communities' strategy or alternative planning strategy for consistency with its assigned targets. If Metropolitan Planning Organizations do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

SB 350

SB 350 (Stats. 2015, ch. 547) added to the Public Utilities Code language that puts into statute the 2050 GHG reduction target identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain State agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code states that "[t]he Legislature finds and declares [that] ... [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification." Furthermore, Section 740.12(b) states that the California Public Utilities Commission, in consultation with CARB and the California Energy Commission, must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, ... and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

AB 1279

In September 2022, the Legislature enacted AB 1279 (Stats. 2022, ch. 337). The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (CalEPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the CalEPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.



Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as “Title 24” were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards took effect on January 1, 2023. Over 30 years, the 2022 Title 24 standards is estimated to reduce 10 million metric tons of greenhouse gas emissions.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2023.

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State’s projected 2020 emissions levels of 596 million MTCO₂e under a business as usual scenario. This is a reduction of 42 million MTCO₂e, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State’s GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMTCO₂e);
- the Low-Carbon Fuel Standard (15.0 MMTCO₂e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMTCO₂e); and
- a renewable portfolio standard for electricity production (21.3 MMTCO₂e).

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-



term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the State’s 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advances toward the State’s 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relied on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identified new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update (2022 Scoping Plan) on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

Local

City of Perris General Plan

The City of Perris General Plan includes several goals and policies that are relevant to GHG emissions. General Plan goals, policies, and implementation measures applicable to the Project are identified below:

Conservation Element

GOAL VIII. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.

Policy VIII.A. Adopt and maintain development regulations that encourage water and resource conservation.

Implementation Measure VIII.A.1 Use indigenous and/or drought-resistant planting materials and efficient irrigation systems in residential projects as a means of reducing water demand, including smart irrigation systems.

Implementation Measure VIII.A.2 Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.

Implementation Measure VIII.A.3 Use water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

Implementation Measure VIII.A.4 Use gray water, and water conserving appliances and fixtures within all new commercial and industrial developments.



Implementation Measure VIII.A.5 Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.

Implementation Measure VIII.A.7 Create and maintain reclaimed water systems to provide reclaimed water for irrigation of municipal and commercial landscaping.

Implementation Measure VIII.A.8 Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.

Policy VIII.B. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.

Implementation Measure VIII.B.1 Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.

Implementation Measure VIII.B.2 Reuse, refurbish and remodel existing public and private buildings whenever possible to conserve land and resources.

Implementation Measure VIII.B.3 Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.

Implementation Measure VIII.B.4 Use educational forums and public relation programs to inform residents of the full range of recycling techniques available.

Implementation Measure VIII.B.5 Establish a procurement policy favoring recycling materials.

Policy VIII.C. Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

Implementation Measure VIII.C.1 Create a green building ordinance that promotes the use of green building technology and design.

Implementation Measure VIII.C.2 The City shall obtain and maintain a LEED accredited employee on staff that is intended to review and make recommendations on all new and remodel projects processing through the City.

Implementation Measure VIII.C.3 Encourage the design and construction of durable buildings that are efficient and economical to own and operate.

Implementation Measure VIII.C.4 Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.



Implementation Measure VIII.C.5 Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.

GOAL IX. Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A. Encourage land uses and new development that support alternatives to the single occupant vehicle.

Implementation Measure IX.A.1 Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.

Implementation Measure IX.A.2 Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.

Implementation Measure IX.A.3 Use the Planned Development Zoning Overlay to encourage the transition to higher densities along the City's transit and commercial corridors to take greater advantage of public transit.

Implementation Measure IX.A.4 Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.

Implementation Measure IX.A.5 The City shall require all new public and private development to include bike and walking paths wherever feasible.

Implementation Measure IX.A.6 The City shall purposely design interconnections between existing and proposed bicycle and walking paths, and trails throughout the city.

GOAL X. Encourage improved energy performance standards above and beyond the California Title 24 requirements.

Policy X.B. Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

Implementation Measure X.B.1 Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic and economic benefits of trees in the urban environment.

Implementation Measure X.B.2 Establish a Tree Board or Commission and adopt a tree care ordinance.

Implementation Measure X.B.3 Provide educational materials to residents about the value of trees in the environment and encourage the planting of trees and tree care.



GOAL XI. The City shall lead the development community by example in green building, and energy and resource conservation practices.

Policy XI.A The City shall support LEED development standards and gray water usage for all new and refurbished public buildings and facilities. All projects undertaken by the City, or that receive funding from the City or the Redevelopment Agency should be encouraged to utilize green building practices.

Implementation Measure XI.A.1 The City shall actively seek available funding from the government and private sectors for implementation and support of green building and resource conservation.

Implementation Measure XI.A.2 The City shall install and maintain shared vehicle parking and support facilities at all City facilities feasible, i.e., dual fuel vehicles and charging systems on site, car pool parking and bus stop shelters).

Implementation Measure XI.A.3 The City shall design projects to install and maintain accessible bicycle storage for visitors and occupants and include bicycle paths within new and refurbished public and public sponsored facilities.

Implementation Measure XI.A.4 The City shall keep a “spotlight” upon existing and proposed green building public structures and facilities by displaying informational plaques, providing interactive kiosks and having explanatory pamphlets available on subject sites and at various public service counters.

Policy XI.B The City shall actively reduce greenhouse gas emissions from public facilities throughout the community.

Implementation Measure XI.B.1 The City shall conduct a baseline greenhouse gas emissions inventory of the City as required by AB 32, the Global Warming Act.

Implementation Measure XI.B.2 The City shall monitor and verify results of greenhouse gas emissions within the City.

Implementation Measure XI.B.3 The City shall adopt greenhouse gas emission reduction targets.

Implementation Measure XI.B.4 The City shall develop a local action plan for reduction of greenhouse gas emissions.

Implementation Measure XI.B.5 The City shall strive to produce at least 5% of the energy needed by City buildings from an alternate energy source such as solar.

Implementation Measure XI.B.6 The City shall strive to have at least 20% of the City vehicles utilizing an alternate fuel source such as liquid propane gas (LPG).

Implementation Measure XI.B.7 The City shall actively pursue the purchase of replacement vehicles that utilize an alternate fuel source.



Implementation Measure XI.B.8 The City shall install alternate energy sources on their existing structures and pursue alternate energy sources for any new City structures.

Implementation Measure XI.B.9 The City shall be an active participant in regional initiatives concerning greenhouse gas emissions.

Healthy Community Element

GOAL HC-3: Healthy Environment. Multimodal Transportation – Support efforts to create transportation options beyond an auto-centric focus

Policy HC 3.1 Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.

Policy HC 3.2 Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.

Policy HC 3.3 Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.

GOAL HC-6: Healthy Environment. Support efforts of local businesses and regional agencies to improve the health of our region’s environment.

Policy HC 6.3 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.

Perris Climate Action Plan

The City adopted the City of Perris Climate Action Plan (CAP) on February 23, 2016, to meet requirements of AB 32 and SB 375. The Perris CAP also includes a GHG emissions inventory and details actions for the City to take to meet GHG emissions reduction targets. The Perris CAP includes policies applicable to all development projects in the City. Various General Plan policies have been adopted to reduce or avoid impacts related to GHGs, which are listed below.



- Measure SR-2: Require 2013 California Building Energy Efficiency Standards (Title 24, Part 6)
- Measure SR-2: Require 2013 California Building Energy Efficiency Standards (Title 24, Part 6)
- Measure SR-13: Measure SR-13: Construction & Demolition Waste Diversion. Mandatory requirement to divert 50% of construction and demolition waste from the landfill waste stream.
- Measure T-1: Bicycle Infrastructure Improvements. Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.
- Measure T-2: Bicycle Parking. Provide additional options for bicycle parking.
- Measure T-6: Density. Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.
- Measure T-12: Accelerated Bike Plan Implementation. Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan.
- Measure R2-E4: Commercial Renewable Energy Requirements.

City of Perris Active Transportation Plan

The City of Perris Active Transportation Plan (ATP) was adopted on December 8, 2020, to highlight the City commitment to help improve the walking and biking needs of their residents. The ATP prioritizes the equity and the needs of vulnerable residents. The ATP was created through intensive collaboration between various City departments, the Community Advisory Committee, multiple community organizations, and residents. Collectively the policies, programs, projects, and recommendations in the ATP would create an environment that enhances active transportation in the City, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

5.2.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Thresholds of Significance

Amendments to State CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and give lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association, so long as any threshold chosen is supported by substantial evidence (State CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the State CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts and, therefore, GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (State CEQA Guidelines Section 15064(h)(3)) (California Natural Resources Agency 2009 and State of California Governor's Office of Planning and Research 2009). A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would



comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by Appendix G of the State CEQA Guidelines, as amended, and used by the City of Perris in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as significance criteria in this section. A project would have a significant impact on greenhouse gas emissions if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1);
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

Methodology and Assumptions

Currently, there is no statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. 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.

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 Air Quality Management District (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 (Working Group) in 2008. In December 2008, the South Coast AQMD Governing Board adopted an interim 10,000 MTCO₂e per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The Working Group also considered a range of thresholds for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency. The most recent proposal was issued in September 2010 and uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a locally adopted greenhouse gas reduction plan. If a project is consistent with a qualifying locally adopted greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent with all its jurisdiction projects. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:



- All industrial projects: 10,000 MTCO₂e per year
- Option 1: Based on non-industrial land use type: residential projects: 3,500 MTCO₂e per year; commercial projects: 1,400 MTCO₂e per year; or mixed-use projects: 3,000 MTCO₂e per year
- Option 2: All non-industrial land use types: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Percent emission reduction target; this percentage is currently undefined
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
 - Option 3, 2020 Target: For service populations, including residents and employees, 4.8 MTCO₂e per service population per year for projects and 6.6 MTCO₂e per service population per year for plans
 - Option 3, 2035 Target: 3.0 MTCO₂e per service population per year for projects and 4.1 MTCO₂e per service population per year for plans

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 MTCO₂e 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 MTCO₂e 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 MTCO₂e per year is utilized for the analysis herein.

5.2.4 IMPACTS AND MITIGATION MEASURES

GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis: The proposed Project would generate GHGs during the construction and operational phases of the Project. The Project's primary source of construction-related GHGs would result from emissions of carbon dioxide associated with Project construction and worker vehicle trips; refer to [Table 5.2-1, Construction GHG Emissions \(Metric Tons/Year\)](#). Additionally, the Project would require grading, and would also include site preparation, building construction, and paving phases.



Table 5.2-1
Construction GHG Emissions (Metric Tons/Year)

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
2025	0	266	266	<0.1	<0.1	267
Maximum	0	266	266	<0.1	<0.1	267

Source: CalEEMod version 2022.1

As shown in Table 5.2-1, Project construction-related activities would generate a maximum of approximately 267 MTCO₂e of GHG emissions in a single year. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.³ The amortized Project emissions would be approximately 9 MTCO₂e per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (i.e. electricity) usage; refer to Table 5.2-2, Operational GHG Emissions (Metric Tons/Year). Other sources of GHG emissions would be minimal.

³ The Project lifetime is based on the South Coast AQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).



Table 5.2-2
Operational GHG Emissions (Metric Tons/Year)

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	R	CO ₂ e
Mobile	0	29,836.4	29,836.4	0.7	3.7	31.6	30,994.3
Area	0	0.1	0.1	0.0	0.0	0	0.1
Energy	0	42.9	42.9	0.0	0.0	0	43.1
Water	0.3	1.0	1.3	0.0	0.0	0	2.3
Waste	3.2	0	3.2	0.3	0	0	11.3
Refrig.	0	0	0	0	0	78.1	78.1
Total	3.5	29,880.4	29,883.9	1.0	3.7	109.7	31,129.2

Source: CalEEMod version 2022.1

As shown in Table 5.2-2, Project operational GHG emissions would total approximately 31,129 MTCO₂e annually, and combined with construction-related GHG emissions, would total approximately 31,138 MTCO₂e annually. The vast majority of these emissions (i.e. over 99%) are from the heavy-duty trucks traveling to and from the Project site to engage in customer refueling. It should be noted that with continued implementation of various Statewide measures, such as the required increase of electric vehicles, the Project’s operational energy and mobile source emissions would continue to decline in the future. However, these emissions are anticipated to exceed the 3,000 MTCO₂e threshold of significance for non-industrial projects, and this would be considered a significant and unavoidable impact.

Mitigation Measures: Refer to Mitigation Measures AQ-1 through AQ-4.

GHG-1: The Project Applicant shall implement water-efficient irrigation systems, such as "smart" irrigation control systems, to automatically adjust watering schedules in response to environmental and climate changes (e.g., changes in temperature or precipitation levels).

GHG-2: The Project Applicant shall only plant native or drought-resistant trees and vegetation.

No additional feasible mitigation measures are available.

Level of Significance: Significant and Unavoidable Impact.

GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

This analysis relies on consistency with the local reduction strategies contained within the SB 32 Scoping Plan Update policies, the policies contained within Connect SoCal: the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), and the policies within the City of Perris Climate Action Plan.

Consistency with Applicable GHG Plans, Policies, or Regulations

The City of Perris adopted its CAP in 2016. Therefore, the Project is evaluated for its consistency with the City’s CAP, as well as the adopted CARB Scoping Plan from and Connect SoCal 2020, as provided below.



City of Perris Climate Action Plan Consistency

Policies contained in the Perris CAP intend to achieve compliance with AB 32 and reduce GHG emissions by 47.5 percent compared to 2010 levels by 2035. Most measures call for municipal action from the City and cannot be implemented by an individual development project. The proposed Project would be required to comply with any mandatory regulations and design guidelines enforced through design review by the City of Perris. The proposed Project would comply with the requirements of the State's Title 24 energy efficiency standards and the ordinances of the City's Municipal Code. Compliance with any applicable policies from the City of Perris's General Plan would be achieved through compliance with State Title 24 requirements. Therefore, the proposed Project would not conflict with any of the applicable policies or measures adopted by the City of Perris for the purpose of reducing the emissions of GHGs. As such, the proposed Project would not conflict with any adopted policies from the Perris CAP. Additionally, the proposed Project would be consistent with the existing Community Commercial (CC) land use designation, and does not propose to amend the General Plan. The CC designation is intended to provide for retail, professional office, and service-oriented business activities which serve the entire City. This category is implemented by the Community Commercial zone. It typically includes general retail, entertainment, service, and food uses. Hence, the proposed Project would be consistent with the assumptions and policies proposed in the Perris CAP and it does not represent development exceeding the Perris CAP business-as-usual scenario.

Further, the proposed Project would implement policies of the Perris CAP and ensure that the Project is an improvement over business-as-usual conditions by requiring measures to reduce the proposed Project's greenhouse gas emissions. For example, the proposed Project would also increase employment density by adding jobs in an existing commercial area.

2022 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045. These measures build upon those identified in the previous Scoping Plan updates. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table 5.2-3, *Project Consistency with the 2022 Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 5.2-3, the Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.



**Table 5.2-3
Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance.</u> Approximately 15 percent of California’s major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict.</u> The Project would utilize electricity provided by SCE, which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE’s electricity came from renewable resources. ² By 2030, SCE plans to achieve 80 percent carbon-free energy. ³
All Electric Appliances for New Residential and Commercial Buildings (AB 197)	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	<u>No Conflict.</u> The Project would be required to comply with AB 197, as applicable.
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance.</u> The Project would be required to meet the applicable requirements of the 2022 Title 24 Building Energy Efficiency Standards and additional CALGreen requirements (see discussion under CALGreen Code requirements below).



Table 5.2-3 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> The Project would be required to install air filtration systems (MERV 8 or higher) as part of its compliance with the 2022 Title 24 Building Energy Efficiency Standards.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> The Project would meet this requirement as part of its compliance the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state’s Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent.</u> As demonstrated in Table 5.2-4 , the Project would comply with Connect SoCal 2020, and therefore, the Project would be consistent with SB 375.



Table 5.2-3 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	<u>Mandatory Compliance</u> . Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent</u> . Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.



Table 5.2-3 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Solid Waste		
<p>California Integrated Waste Management Act of 1989 and Assembly Bill (AB) 341</p>	<p>The Integrated Waste Management Act mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.</p>	<p><u>Mandatory Compliance.</u> The Project would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.</p>
<p>Notes:</p> <ol style="list-style-type: none"> 1. California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i>, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 2. California Energy Commission, <i>2018 Power Content Label Southern California Edison</i>, https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf, accessed June 24, 2020. 3. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed June 24, 2020. 4. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i>, Appendix Volume I, August 15, 2013. 		

Connect SoCal 2020 Consistency

At the regional level, Connect SoCal 2020 is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with Connect SoCal 2020, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in Connect SoCal 2020. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as Connect SoCal 2020, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 5.2-4, Project Consistency with Connect SoCal 2020, analyzes the Project's consistency with the actions and strategies set forth in Connect SoCal 2020. As indicated in Table 5.2-4, the Project would be consistent with Connect SoCal 2020.

As indicated in Table 5.2-4, the Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the 2022 Scoping Plan and Connect SoCal 2020. Thus, the Project would



not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

**Table 5.2-4
Project Consistency with Connect SoCal 2020**

Sector/Source	Category/Description	Consistency Analysis
Land Use Strategies		
Focus new growth around transit.	Local Jurisdictions	<u>Consistent</u> . The Project proposes commercial development within a high-quality transit area. The Project is located within 0.5 miles of several bus stops, including bus stops along Case Road and Jackson Avenue. Additionally, it is anticipated that additional bus stops will be installed in the nearby area, as new development is built out in the surrounding area, over time.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG; Local Jurisdictions	<u>Consistent</u> . The Complete Communities strategy supports the creation of mixed-use districts through a concentration of activities with housing and employment located in close proximity to each other. The proposed Project would support this strategy by providing commercial uses within walking distance to existing residences.
Transportation Strategies		
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions; Local Jurisdictions	<u>Not Applicable</u> . This strategy applies to public agencies that govern transportation facilities and transportation programs.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG; Local Jurisdictions	<u>Not Applicable</u> . This action/strategy is directed at regional and local agencies, and not at individual development projects.
Source: Southern California Association of Governments, <i>2020-2045 Regional Transportation Plan/Sustainable Communities Strategy</i> , September 2020.		

In summary, the plan consistency analysis provided above demonstrates that the proposed Project is generally consistent with or would not conflict with strategies outlined in the Perris CAP, the 2022 Scoping Plan, and Connect SoCal 2020. Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.



5.2.5 CUMULATIVE IMPACTS

The geographic setting for air quality considers development within the city, region, as well as the State of California. The cumulative projects' setting for GHG emissions would be similar for the region and for projects within the city and state.

Would the project, combined with other related projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (see CEQA Guidelines Section 15064(h)(3)).⁴ A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the area of the project.⁵

As discussed in Impact Statement GHG-1, Project operational GHG emissions are anticipated to exceed the threshold of significance for non-industrial projects, and would be considered a significant and unavoidable impact. Mitigation Measures AQ-1 through AQ-4 would require the Project Applicant to implement features in the Project that would contribute to reduce GHG emissions, including trucks owned or operated by the Project Applicant/Facility Owner or Operator that access the site being comprised of clean-fuel vehicles fleet for the proposed Project, and exceeding Title 24 by one percent. However, even with the implementation of GHG reducing mitigation measures, Project-related GHG impacts would still exceed the threshold and result in a significant and unavoidable impact. As such, the Project's incremental effects to greenhouse gas emissions would be cumulatively considerable, and cumulative GHG impacts would be significant and unavoidable.

Mitigation Measures: Refer to Mitigation Measures GHG-1, GHG-2, and AQ-1 through AQ-4.

Level of Significance: Significant and Unavoidable Impact.

⁴ See Generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, secretary for Natural Resources, April 13, 2009. Available at <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>, accessed March 18, 2024.

⁵ 14 CCR Section 15064(h)(3).



Would the Project, combined with other related cumulative projects, conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Similar to the Project, cumulative development projects would be evaluated for consistency with applicable plans, policies or regulations specific to greenhouse gas emissions. As the Project would not cause a significant environmental impact due to a conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions, the Project's incremental effects would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

A significant and unavoidable impact would result from the Project's contribution to greenhouse gas emissions as a result of the exceedance of the threshold on a Project and cumulative basis.

If the City of Perris approves the Project, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

5.2.7 REFERENCES

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Southern California Association of Governments (SCAG), *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, September 2020.



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5.3 NOISE

This section identifies existing noise conditions within the vicinity of the Project site and provides an analysis of potential impacts that could result from Project implementation. This section is based on the *Perris Ethanac Travel Center Noise Impact Study*, prepared by MD Acoustics, LLC., dated April 23, 2024, and included as [Appendix D, Noise Study](#).

5.3.1 ENVIRONMENTAL SETTING

Fundamentals of Noise

Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square meter ($\mu\text{N}/\text{m}^2$), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the single SPL. In other words, sound energy that is doubled produces a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

Sensitive Receptors

Noise-sensitive land uses include residential (single and multi-family dwellings, mobile home parks, dormitories, and similar uses); transient lodging (including hotels, motels, and similar uses); hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; public or private educational facilities, libraries, churches, and places of public assembly.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or



lower frequency with the same magnitude. For purposes of this analysis, as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). The A-scale was designed to account for the frequency-dependent sensitivity of the human ear. Typical A-weighted noise levels are shown in Table 5.3-1, Typical Noise Levels.

As shown in Table 5.3-2, Perceived Changes in Noise Levels, in general, the human ear can barely perceive the change in noise level of 3 dB; a change in 5 dB is readily perceptible; and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

**Table 5.3-1
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor
	110	Rock Band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 3 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large Business Office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcasting studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



Table 5.3-2
Perceived Changes in Noise Levels

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten (10) decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dBA: A-weighted sound level (see definition above).

Equivalent Sound Level (Leq): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the California Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.



Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc., associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dBA level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 axle) and heavy truck percentage (3 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume in noise. A doubling of the average daily traffic along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall



noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

Ground-Borne Vibration Fundamentals

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and mainly exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV. Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS. Known as root mean squared (RMS) can be used to denote vibration amplitude.

VdB. A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation. As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. This drop-off rate can vary greatly depending on



the soil, but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

Traffic Noise Prediction Model

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction model (FHWA-RD 77-108) was used to model future traffic noise levels at the Project site and existing and existing plus project traffic noise volumes along roadways affected by Project generated vehicle traffic. The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level. Roadway modeling assumptions utilized for the technical study are provided in Table 3 of the Noise Impact Study provided in [Appendix D](#). The vehicle mix indicates the percentage of automobiles, medium trucks, and heavy trucks for the segment of Ethanac Road east of Trumble Road, which is the only roadway segment with sensitive uses and Project trips.

Existing Noise Environment

One long-term noise measurement (24 consecutive hours) was conducted at the southern-central portion of the Project site in order to document the existing noise environment; refer to Exhibit D of the Noise Impact Study for the location of this measurement. The measurement includes the 1-hour Leq, Lmin, Lmax and other statistical data (e.g. L2, L8). The results of the noise measurement are presented in [Table 5.3-3, Long-Term Noise Measurement Data](#).

As shown in [Table 5.3-3](#), the data indicates that ambient noise levels in the Project vicinity range between 61.5 and 73.6 dBA Leq. The 24-hour average was 75.4 dBA CNEL. The field data indicates that Interstate 215 (I-215) is the dominant noise source. For purposes of this analysis, the quietest hour of 61.5 dBA Leq is used as the comparative ambient level, as a worst-case scenario.

Sensitive Receptors

The closest sensitive receptors to the Project site are the existing residential uses located approximately 395 feet northeast of the Project site, on the eastern side of Trumble Road within the City of Menifee.



**Table 5.3-3
Long-Term Noise Measurement Data**

Date	Start	Stop	1-Hour dBA							
			Leq	Lmax	Lmin	L2	L8	L25	L50	L90
7/2/21	1:29PM	2:29PM	70.4	95.8	48.2	77	74.8	72.7	68.6	65.7
7/2/21	2:29PM	3:29PM	70.2	96.7	47.2	75.9	75.1	73.1	68.4	64.7
7/2/21	3:29PM	4:29PM	71.9	97.3	49	77.7	75.9	75.3	69.1	66.2
7/2/21	4:29PM	5:29PM	71	81.6	74.9	77.4	74.8	73.3	68.5	66.1
7/2/21	5:29PM	6:29PM	71.1	97	48.1	78.5	75.2	73.6	68.3	65.2
7/2/21	6:29PM	7:29PM	68.6	90.2	48.1	73.6	72.1	71.1	67.6	64.7
7/2/21	7:29PM	8:29PM	68.5	94	48.8	73.1	72	71.3	67.1	63.9
7/2/21	8:29PM	9:29PM	70.2	102.5	46.6	79.3	72.5	70.7	66.6	60.9
7/2/21	9:29PM	10:29PM	69.5	97.5	46.3	77.6	71.1	70.4	65.2	61
7/2/21	10:29PM	11:29PM	65.7	96.7	44.2	73.2	69	67.8	62.3	55.1
7/2/21	11:29PM	12:29AM	61.6	87.2	40.3	69	68.2	65.8	57	45.7
7/3/21	12:29AM	1:29AM	63.7	96.9	40.7	71.2	70	66.7	56.2	47.8
7/3/21	1:29AM	2:29AM	61.5	92.1	37.7	70.2	67.9	64.3	53	43.7
7/3/21	2:29AM	3:29AM	65.1	95.5	38.5	73.2	72.4	69.9	56.4	48.3
7/3/21	3:29AM	4:29AM	69.7	94.3	44.3	77.6	76.7	74.2	65.1	53.4
7/3/21	4:29AM	5:29AM	71.8	96.5	49.2	78.8	77.6	75.7	68	64.2
7/3/21	5:29AM	6:29AM	71.9	96.9	50.2	78.5	78	74.9	70	64.5
7/3/21	6:29AM	7:29AM	72.8	95	51.7	78.2	78	76.7	71.1	66.8
7/3/21	7:29AM	8:29AM	73.2	99.5	49.8	80.4	77.1	76.7	70	68.3
7/3/21	8:29AM	9:29AM	72.6	97.2	46.7	78.1	77.9	75.8	70.9	66.5
7/3/21	9:29AM	10:29AM	71.8	96.2	45.7	77.5	76.6	75.5	69.9	64.9
7/3/21	10:29AM	11:29AM	71.3	93.3	47.8	77.3	76.8	75.2	68.9	64.6
7/3/21	11:29AM	12:29PM	73.6	105.4	46.9	80.9	79.4	77.7	69.3	65.6
7/3/21	12:29PM	1:29PM	69.5	90.4	47.5	74.6	74.4	71.6	68.3	65.7
CNEL			75.4							
Source: MD Acoustics, <i>Perris Ethanac Travel Center Noise Impact Study</i> , April 23, 2024. Table 4. Notes: Long-term noise monitoring location (LT1) is illustrated in Exhibit E of the Noise Impact Study (Appendix D).										



5.3.2 REGULATORY SETTING

Federal

Noise Control Act of 1972

The U.S. Environmental Protection Agency (EPA) Office of Noise Abatement and Control was established to coordinate federal noise control activities. The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare. The Act also serves to (1) establish a means for effective coordination of Federal research and activities in noise control; (2) authorize the establishment of federal noise emission standards for products distributed in commerce; and (3) provide information to the public respecting the noise emission and noise reduction characteristics of such products.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated federal agencies, allowing more individualized control for specific issues by designated federal, State, and local government agencies

Federal Transit Administration and Federal Railroad Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally-funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual are routinely used for projects proposed by local jurisdictions. The FTA and Federal Railroad Administration have published guidelines for assessing the impacts of ground-borne vibration associated with rail projects, which have been applied by other jurisdictions to non-rail projects. The FTA measure of the threshold of architectural damage for engineered concrete and masonry (no plaster) buildings and structures is 0.3 inch per second PPV.

Occupational Safety and Health Administration

The federal government regulates occupational noise exposure common in the workplace through the EPA and the Occupational Safety and Health Administration (OSHA). Noise regulations apply to the operation of construction equipment and may apply to industrial land uses. (OSHA). Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA.

State

California Noise Control Act of 1973

California Health and Safety Code Sections 46000 through 46080, known as the California Noise Control Act of 1973, declares that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also identifies a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.



Title 24 of the California Building Code

Section 1206.4 of the 2022 California Building Code (Cal. Code Regs., Title 24, Part 2), Chapter 12 (Interior Environment), establishes an interior noise criterion of 45 dBA CNEL in any habitable room. Per California Building Code, Chapter 2 (Definitions), a habitable space is A space in a building for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces. This section applies to dwelling and sleeping units.

California Green Building Standards Code (2022), Chapter 5 (Non-residential Mandatory Measures) Section 5.507.4 (Acoustical Control), applies to all proposed buildings that people may occupy but are not residential dwelling units, with the exception of factories, stadiums, storage, enclosed parking structures, and utility buildings.

Buildings must comply with Section 5.507.4.1 or Section 5.507.4.2. Section 5.507.4.1 requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor to Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when within the 65 CNEL noise contour of an airport, freeway, expressway, railroad, industrial source, or fixed-guideway source. If contours are not available, buildings exposed to 65 dB Leq(h) must meet a composite STC rating of at least 45 or OITC of 35 with exterior windows of at least STC 40 or OITC 30. Section 5.507.4.2 requires that the interior noise attributable to exterior sources must not exceed 50 dBA Leq(h) during any hour of operation. Section 5.507.4.3 requires that assemblies separating tenant spaces from tenant spaces or public places must have an STC of at least 40.

State Office of Planning and Research

The State Office of Planning and Research's *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Local

City of Perris General Plan

The City of Perris General Plan contains the following goals, policies, and implementation measures that pertain to the proposed Project:

NOISE ELEMENT

GOAL 1: Land Use Siting: Protect those living, working, and visiting the community from exposure to excessive noise.

Policy 1.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.



Measure I.A.1: All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the “Normally Unacceptable” range and prohibited within areas exposed to “Clearly Unacceptable” noise ranges.

Measure I.A.2: Site plans for new residential development near roadway and train noise sources shall incorporate increased building setbacks and/or provide for sufficient noise barriers for useable exterior yard areas so that noise exposure in those areas does not exceed the levels considered “Normally Acceptable” in the State of California Noise/Land Use Compatibility Criteria.

Measure I.A.3: Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.

Measure I.A.4: As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.

GOAL 2: Existing Sensitive Receptors: Roadway improvements compatible with existing noise sensitive land uses.

Policy 2.A: Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.

Measure II.A.1: In the design of future roadway widening projects adjacent to existing sensitive land uses, first priority will be given to widening on the opposite side of the street where no sensitive land uses occur.

City of Menifee General Plan

Sensitive receptors east of the Project site are located within the City of Menifee. The City of Menifee outlines their noise regulations and standards within the Noise Element in its General Plan.

GOAL N1: Noise-sensitive Land Uses: Noise-sensitive land uses are protected from excessive noise and vibration exposure.

GOAL N2: Minimal Noise Spillover: Minimal noise spillover from noise-generating uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

City of Perris Municipal Code

Perris Municipal Code Chapter 7.34, *Noise Control*, provides regulations intended to prevent excessive noise levels. Section 7.34.040, *Sound Amplification*, limits amplified sound permitted to either music or the human voice or both, and establishes time periods and associated maximum noise levels for sound



amplification of 60 dBA from 10:01 pm to 7:00 am and 80 dBA from 7:01 am to 10:00 pm when measures outdoors at or beyond the property line of the property from which the sound emanates.

Section 7.34.050, *General Prohibition*, prohibits loud excessive or offensive noise and references the standards for dBA noise levels in Section 7.34.040. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibel, it shall be presumed that the noise being created is in violation of this section.

Section 7.34.060, *Construction Noise*, establishes permissible hours for construction activities and sets a noise level maximum of 80 dBA L_{max} in residential zones in the City. Per Section 7.34.060, construction activities that may create disturbing, excessive or offensive noise are not permitted to occur between 7:00 p.m. and 7:00 a.m., or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays.

Perris Municipal Code Chapter 16.22, *Construction Located Near Arterials, Railroads, and Airports*, establishes standards as it relates to insulation against noise for areas in the vicinity of arterials, railroads, and airports. Section 16.22.030, *Noise Impacted Projects*, asserts that residential projects, or portions thereof, which are exposed to a community noise equivalent level (CNEL) of sixty dB or greater are considered to be impacted by excessive noise. Section 16.22.050, *Acoustical Analysis and Design Report*, requires an analysis and design report be submitted with the application for building permits. The report must identify the noise sources and characteristics, provide the predicted noise spectra, indicate the basis for the prediction (measured or obtained from published data), and quantify the effectiveness of the proposed building construction to ensure that the CNEL standard of 45 dB is met within the interior living spaces. In the event that the analysis and design report includes a challenge of the Air Installations Compatible Use Zones noise contours for March Air Force Base, it must also comply with the requirements and procedures for a challenge study.

5.3.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by Appendix G of the State CEQA Guidelines, as amended, and used by the City of Perris in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as significance criteria in this section. A project would have a significant noise impact if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement NOI-1);
- Generation of excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels (refer to Impact Statement NOI-3).



A project would result in a significant impact if noise levels exceed the thresholds summarized in Table 5.3-4, Significance Criteria Summary.

**Table 5.3-4
Significance Criteria Summary**

Analysis	Conditions	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic ¹	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	At Project site boundary ²	80 dBA Lmax	60 dBA Lmax
	Within 160 Feet of noise-sensitive use ³	60 dBA CNEL (exterior)	
	if ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
	if ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
	if ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase	
Construction	Noise Level Threshold ⁴	80 dBA Lmax ⁴	60 dBA Lmax ²
	Vibration Level Threshold ⁵	0.3 PPV (in/sec)	
Source: 1. Federal Interagency Committee on Noise, 1992. 2. City of Perris Municipal Code, Section 7.34.040. 3. City of Perris General Plan Noise Element, Implementation Measure V.A.1. 4. City of Perris Municipal Code, Section 7.34.060. 5. Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19. Note: "Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.			

Based on these significance thresholds and criteria, the Project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.



5.3.4 IMPACTS AND MITIGATION MEASURES

NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

Short-Term Construction Impacts

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Typical noise levels associated with construction equipment are shown in Table 5.3-5, *Typical Construction Equipment Noise Levels*.

**Table 5.3-5
Typical Construction Equipment Noise Levels**

Type	Noise Levels (dBA) at 50 feet
Earth Moving	
Compactors (Rollers)	73-76
Front Loaders	73-84
Backhoes	73-92
Tractors	75-95
Scrapers, Graders	78-92
Pavers	85-87
Trucks	81-94
Materials Handling	
Concrete Mixers	72-87
Concrete Pumps	81-83
Cranes (Movable)	72-86
Cranes (Derrick)	85-87
Stationary	
Pumps	68-71
Generators	71-83
Compressors	75-86
Impact Equipment	
Saws	71-82
Vibrators	68-82
Source: MD Acoustics, LLC., <i>Perris Ethanac Travel Center Noise Impact Study</i> , April 23, 2024. Note: Referenced noise levels from the Environmental Protection Agency (EPA).	



Construction noise associated with each phase of the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters, including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project. Construction equipment typically moves back and forth across the site; and it is an industry standard to use the acoustical center of the site to model average construction noise levels. The Lmax level is calculated from the edge of the site.

Project construction activities would occur in four phases: site preparation, grading, building construction, and paving. Noise levels associated with each phase of construction are shown in [Table 5.3-6, Construction Noise Level by Phase](#).

**Table 5.3-6
Construction Noise Level by Phase (dBA, Leq)**

Activity	Noise Levels at Nearest Sensitive Receptor	
	Leq	Lmax
Site Preparation	49	60
Grading	56	61
Building Construction	42	57
Paving	47	56

Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, April 23, 2024.
Note: Construction Modeling Worksheets are provided in [Appendix D](#).

As shown in [Table 5.3-6](#), Project construction noise would range between 42 to 56 dBA Leq and 56 to 61 dBA Lmax at the nearest sensitive receptor. As stated, sensitive receptors northeast and east of the Project site are within the City of Menifee. However, the City of Menifee does not have quantitative thresholds for noise levels due to construction. Perris Municipal Code Section 7.34.060 states that construction cannot exceed 80 dBA in residential zones. The calculated noise levels due to construction at the nearest residential property would reach a maximum of 61 dBA Lmax and therefore would meet the standard. Additionally, the Project would be required to adhere to the allowed times for construction outlined in the Perris Municipal Code. Therefore, noise impacts related to construction activities would be less than significant.

Long-Term Operational Impacts

Off-Site Traffic Noise Impacts

The potential off-site noise impacts caused by the increase in vehicular traffic as a result of the proposed Project were calculated at a distance of 50 feet from affected road segments. Ethanac Road east of Trumble Road is the only roadway segment with sensitive receptors and anticipated Project trips. Trucks are anticipated to travel to and from I-215. The noise level at 50 feet both with and without Project-generated vehicle traffic was compared and the increase calculated. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference; refer to [Appendix D](#).



Noise contours were calculated for the following scenarios and conditions:

- Existing Condition: This scenario refers to the existing year traffic noise condition.
- Existing With Project Condition: This scenario refers to the existing year plus project traffic noise condition.

As shown in [Table 5.3-7, *Project Change in Existing Traffic Noise Levels*](#), the addition of Project-generated vehicle traffic to Ethanac Road would result in negligible increases in ambient noise levels and would not be significant.

**Table 5.3-7
Project Change in Existing Traffic Noise Levels**

Roadway	Segment	Modeled Noise Levels (dBA CNEL) at 50 feet from the Centerline			
		Existing (Without Project)	Existing With Project	Change in Noise Level	Increase of 1.5 dB or more ¹
Ethanac Rd	East of Trumble	67.7	67.9	0.2	No

Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, April 23, 2024.
Notes: FHWA roadway noise modeling worksheets provided in [Appendix D](#).
1. Typical significance threshold for existing levels greater than 65 dBA.

On-Site Traffic Noise Impact

Future noise levels associated with traffic were measured as shown in [Table 5.3-3](#) in order to evaluate the Project in light of the City’s land use compatibility guidelines, as shown in Exhibit N-1 of the General Plan, as they apply to future traffic noise impacts to the proposed Project. The Project site is currently within the normally unacceptable noise level range for commercial uses. This would not change due to the increase in traffic levels associated with the Project. The Project’s proposed use is not noise sensitive as there are no proposed outdoor uses for employees or patrons. Therefore, impacts from on-site traffic noise would be less than significant.

Stationary Noise

Worst-case operational noise was modeled using SoundPLAN acoustical modeling software. Four receptors representing adjacent commercial uses and one receptor representing northeast residential uses were modeled using the SoundPLAN noise model to evaluate the proposed Project’s operational impact. The model assumes that every fueling position is occupied with an idling truck.

Project Operational Noise Levels

Worst-case “Project only” exterior operational noise is presented on Exhibit E in [Appendix D](#). Operational noise levels are expected to be 56 to 64 dBA at commercial receptors and 53 dBA at the nearest residential receptor. This is below the residential nighttime limit of 60 dBA established in Perris Municipal Code Sections 7.34.040 and 7.34.050.



Project Plus Ambient Operational Noise Levels

As shown in Table 5.3-8, Operational Noise Levels, existing with proposed Project noise level projections are anticipated to be 63 to 66 dBA Leq at commercial receptors and 63 dBA at the residential receptor. Project-generated operational noise is expected to result in a 1 dB increase in ambient noise levels at the northeast residential uses and a 1 to 4 dB increase at the property line of the Project site. A change in 1 dB is not perceptible, and a change of 3 dB is just perceptible. Since the existing with the proposed Project noise level would not increase the ambient noise level by more than 1.0 decibel at the residential receptor, the impact would be less than significant.

**Table 5.3-8
Operational Noise Levels (dBA Leq)**

Receptor ¹	Existing Ambient Noise Level (dBA Leq) ²	Project Noise Level (dBA Leq) ³	Total Combined Noise Level (dBA Leq)	Change in Noise Level as Result of Project
R1	62	64	66	4
R2	62	53	63	1
R3	62	63	66	4
R4	62	60	64	2
R5	62	56	63	1

Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, April 23, 2024.
Notes:
1. Receptors 1, 3-5 are commercial and Receptor 2 is residential.
2. See Appendix D for noise measurement field sheet.
3. See Appendix D for the operational noise level projections at said receptors.

A discussed above, the Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established by the City and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: Construction activities can produce vibration that may be felt by adjacent land uses. Construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bull dozer. A large bull dozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts. Table 5.3-9, Guideline Vibration Damage Potential Threshold Criteria, identifies the thresholds and Table 5.3-10,



Vibration Source Levels for Construction Equipment, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

**Table 5.3-9
Guideline Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans, *Transportation and Construction Vibration Guidance Manual*, Table 19, September 2013.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

**Table 5.3-10
Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Large bulldozer	0.089	87
Loaded trucks	0.076	86
Small bulldozer	0.003	58

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The nearest existing building is approximately 180 feet south of the Project site. At this distance, a large bulldozer would yield a worst-case 0.010 PPV (in/sec) which would not be perceptible or result in architectural damage. Therefore, the Project would not result in the generation of excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



NOI-3: For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels

Impact Analysis: Perris Valley Airport is located approximately two miles northwest of the Project site. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport.¹ Thus, the Project would not result in excessive noise associated with the Perris Valley Airport.

March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 10 miles northwest of the Project site. According to the 2018 Final Air Installations Compatible Use Zones Study (AICUZ) for MARB, the City of Perris is located along the southern end of Runway 14/32 where the majority of aircraft arrivals and closed patterns occur, which results in the City Perris having the largest amount of acreage exposed to noise levels above 60 dB CNEL.² The 60 dB, 65 dB, and 70 dB CNEL noise zones all extend inside the City of Perris boundary, with the largest anticipated cumulative noise level being 73 dB CNEL. The Project site is not located within the 2018 Noise Contour noise zones. Therefore, the proposed Project would not expose people working at the Project site to excessive noise levels associated with airport activities. No significant adverse impacts are identified or are anticipated.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” Table 4-1, Related Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related projects, result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

Construction

Construction activities associated with the proposed Project and related projects may overlap, resulting in construction noise in the area. However, cumulative construction noise impacts would affect only the areas immediately adjacent to the construction site. The closest related project occurs east of the Project site, east of Trumble Road. Construction of this related project may occur at the same time as the proposed Project. The City of Perris has discretionary authority over this related project. Construction

¹ Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan: Volume 1, Perris Valley Final*, October 2004 (updated March 2011).

² U.S. Department of Defense, *March Air Reserve Base Final Air Installations Compatible Use Zones Study*, 2018.



noise impacts for the related projects would be reduced through compliance with the City's standards and ordinances, and any necessary mitigation measures would be identified through the City's development review process. In addition, the proposed Project would result in a less than significant impact regarding short-term construction noise upon compliance with the City's noise standards and ordinances. Therefore, the Project's incremental effects associated with a temporary increase in ambient noise would be less than cumulatively considerable.

Operation

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level threshold.³ The combined effect accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by related projects. In addition, although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the proposed Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project. A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the Project site's general vicinity would contribute to cumulative noise impacts.

According to the Traffic Impact Analysis (refer to [Appendix E](#)), related projects would generate a total of 196,081 average daily trips. As discussed above, the Project would generate approximately 8,608 daily trips, which would be approximately 4.4 percent of the total cumulative projects' daily trips. Due to the level of Project-generated daily trips compared to the related projects' daily trips, the Project would not cause an audible (3-dBA) increase to traffic noise levels, and an incremental effect would not occur. Related project trips would be distributed throughout the cities of Perris and Menifee. As demonstrated with the Project-related trip distribution (refer to [Appendix E](#)), Project-generated trips would primarily combine with related projects in the immediate area, along Ethanac Road, west of Trumble Road, and with vehicles traveling on I-215. The Project's maximum contribution to traffic volumes under opening year cumulative plus project traffic volumes would be 17.4 percent at Trumble Road and Ethanac Road. Overall, the Project would not result in a doubling of trips, which would be necessary to have an incremental effect on cumulative mobile source noise impacts.

Although related projects have been identified within the Project study area, the noise generated by stationary equipment at each project site cannot be adequately quantified due to the conceptual nature of most of the projects. However, each related project would require separate discretionary approval and CEQA assessment that would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest related project occurs immediately east of the Project site, at the northeast corner of Ethanac and Trumble Roads. Existing and planned development in the Project area currently operate, or would operate, mechanical equipment and other stationary noise sources throughout the Project area. As noted

³ A doubling of traffic volumes would result in a 3-dBA increase in traffic noise levels, which is barely detectable by the human ear. (Source: U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017).



above, the proposed Project would not result in significant stationary noise impacts to sensitive receptors and would not combine with related project to the extent that a cumulative stationary noise impact would occur.

As demonstrated above, the Project's incremental effects associated with a permanent increase in ambient noise would be less than cumulatively considerable.

Mitigation Measures: No additional mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related projects, result in generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: As stated above, construction activities associated with the proposed Project and related projects may overlap. Despite the potential for overlap, groundborne vibration generated at the Project site during construction would not be in exceedance of the FTA threshold of 0.3 inches per sec PPV for engineered concrete and masonry buildings. In addition, there would be no vibration impacts associated with operations at the Project site. The closest related project is located east of the Project site, east of Trumble Road. Although construction of the related project may occur at the same time as the proposed Project, cumulatively significant construction vibration would generally only occur when construction activities on the sites occur in close proximity to one another in a way that concentrates the vibration. The farther construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Additionally, because heavy construction equipment moves around a project site and would only occur for limited durations, average vibration levels at the nearest structures would diminish with increasing distance between the structures and construction activities. As such, cumulative construction vibration impacts would not occur. Both the proposed Project and related project would be required to comply with the limitations on allowable hours of construction and mitigate their respective construction vibration impacts, as required. Therefore, the Project's incremental effects associated with the generation of excessive groundborne vibration or groundborne noise levels would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

For a project located within the vicinity of a private airstrip or 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, combined with other related projects, expose people residing or working in the project area to excessive noise levels

Impact Analysis: As discussed above, the proposed Project would not expose people working at the Project site to excessive noise levels associated with airport activities. Therefore, the Project's incremental effects related to the exposure of people residing or working in the project area to excessive noise levels would not be cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to noise would occur with the proposed Project.

5.3.7 REFERENCES

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, April 23, 2024.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

U.S. Department of Defense, *March Air Reserve Base Final Air Installations Compatible Use Zones Study*, 2018.



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5.4 TRANSPORTATION

The purpose of this section is to describe existing transportation conditions within the Project site and vicinity and the regulatory setting related to transportation and assess the potential transportation impacts associated with the Project.

This section is based in part on the *Transportation Analysis for the Perris Travel Center, Case No. P22-05002*, prepared by Kimley-Horn and Associates, Inc., dated June 2024, and included as Appendix E, Transportation Analysis.

5.4.1 ENVIRONMENTAL SETTING

Roadway Network

Regional Roadways

Regional access to the Project site is provided via Interstate 215 (I-215), a major north-south auxiliary interstate highway located immediately west of the Project site. Regional access is also provided via State Route 74 (SR-74), an east-west trending highway located less than one mile east of the Project site.

Local Roadways

Direct access to the Project site is provided via Ethanac Road and Trumble Road, which are located immediately south and west of the Project site, respectively.

Ethanac Road is currently a four-lane divided roadway with two lanes in each direction. The posted speed limit is 40 miles per hour (mph) and on-street parking is prohibited along the roadway. Ethanac Road is currently designated as an Expressway (6 lanes) in the City of Perris Circulation Element. Ethanac Road is also designated as a Truck Route in the City of Perris Circulation Element and as a Potential Truck Route in the City of Menifee General Plan Circulation Element.

Trumble Road is a two-lane undivided roadway with one lane in each direction. On street parking is prohibited along the roadway and the posted speed limit is 35 mph. Trumble Road is designated as a Collector in the City of Perris Circulation Element.

Transit System

Riverside Transit Agency

The Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square mile service area, including the Project site.¹ RTA provides both local and regional services throughout the region with 32 fixed routes, three CommuterLink Express routes, on-demand GoMicro microtransit service, and Dial-A-Ride services using 277 vehicles. RTA Routes 9, 19, 22, 27, 28, 30, 41, and 61 operate within Perris.² RTA provides service along SR-74 and Case Road. The nearest bus stop is located approximately 0.25 mile west of the Project site on Case Road.

¹ Riverside Transit Agency, *Who We Are*, <https://www.riversidetransit.com/index.php/about-rta/who-we-are>, accessed May 15, 2024.

² Riverside Transit Agency, *Maps and Schedules*, <https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>, accessed May 15, 2024.



Metrolink

Metrolink is Southern California’s regional passenger rail network and is governed by the Southern California Regional Rail Authority. Perris is served by the 91/Perris Valley Line. This line runs from Perris to downtown Los Angeles. The closest Metrolink stations to the Project site are the Perris South and Perris Downtown stations; approximately 1.5 miles and 3 miles northwest of the Project site, respectively.

Pedestrian and Bicycle Facilities

In an effort to promote alternative modes of transportation, the Perris General Plan Circulation Element identifies pedestrian and bicycle facilities. Per the Perris General Plan Exhibit CE-14, Bikeway Systems, there is a recommended buffered Class IIB (on-street, striped) bike lane along Ethanac Road. Per the Perris General Plan Exhibit CE-15, Pedestrian Facilities, there are no proposed pedestrian facilities or trails within the Project vicinity.

5.4.2 REGULATORY SETTING

State

Senate Bill 743

In September 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity or traffic congestion as the basis for determining significant impacts for land use projects in California. In November 2018, the California Natural Resource Agency finalized the updates to the State CEQA Guidelines, which added State CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. These updates became effective on December 28, 2018. Per the CEQA statute, the VMT guidelines shall apply Statewide beginning July 1, 2020. As such, the transportation analysis utilizes VMT as the transportation metric to evaluate the Project’s potential impacts.

Regional

Southern California Association of Governments

Regional planning agencies, such as the Southern California Association of Governments (SCAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as affordable housing, transportation, and air pollution, have resulted in the adoption of regional plans that affect the City of Perris.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, the federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program.



SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan (AQMP).

The passage of California Senate Bill 375 (SB 375) in 2008 requires that a Metropolitan Planning Organization, such as SCAG, prepare and adopt a Sustainable Communities Strategy that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The Sustainable Communities Strategy outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The Sustainable Communities Strategy is intended to provide a regional land use policy framework that local governments may consider and build upon.

Every four years, SCAG updates Connect SoCal: the Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, as required by federal and State regulations. On April 4, 2024, SCAG's Regional Council adopted Connect SoCal 2024. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. Connect SoCal 2024 outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

County of Riverside Congestion Management Program

The Riverside County Transportation Commission (RCTC) is designated as the Congestion Management Agency to oversee the Congestion Management Program (CMP). RCTC approved a modification of the CMP Land Use Coordination Element that included the elimination of the traffic impact assessment report process and replaced it with an Enhanced Traffic Monitoring System. Prior to this modification of the CMP, a traffic impact assessment had to be prepared consistent with the CMP/Local Agency Guidelines whenever a proposed development generated greater than 200 peak hour trips. However, as of July 1, 1997, assessing these impacts consistent with the CMP guidelines is no longer required by RCTC.

Local

City of Perris General Plan

The City of Perris General Plan contains the following goals and policies that pertain to the proposed Project:



CIRCULATION ELEMENT

Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.

Policy I.A: Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network.

Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.

Policy I.C: Cooperate with local, regional, State, and federal agencies to establish an efficient multi-modal circulation system.

Policy I.D: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.

Goal II: A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.

Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.

Goal III: To financially support a transportation system that is adequately maintained.

Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.

GOAL V: Efficient goods movement.

Policy V.A: Provide for safe movement of goods along the street and highway system.

GOAL VII: A transportation system that maintains a high level of environmental quality.

Policy VII.A: Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.

GOAL VIII: Enhanced traffic flow, reduced travel delay, reduced reliance on single occupant vehicles, and improved safety along the City and State roadway system.

CONSERVATION ELEMENT

Goal IX: Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A: Encourage land uses and new development that support alternatives to the single occupant vehicle.



ENVIRONMENTAL JUSTICE ELEMENT

Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.

Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.

HEALTHY COMMUNITY ELEMENT

Goal HC-3: Multi-modal Transportation: Support efforts to create transportation options beyond an auto-centric focus.

Policy HC 3.1: Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.

Goal HC-6: Multi-modal Transportation: Support efforts to create transportation options beyond an auto-centric focus.

Policy HC 6.1: Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

LAND USE ELEMENT

Policy II.A: Require new development to pay its full, fair-share of the infrastructure costs.

SAFETY ELEMENT

Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

City of Perris Municipal Code

Perris Municipal Code Section 19.68.020, *Developmental Impact Fees*, outlines development impact fees (DIFs) that are designed to fund the acquisition, design, and construction of public facilities which serve new development within the City. The following categories of public facilities are funded by the development impact: police, fire, community amenities, government services, parks, transportation, and administration, as described in detail in the facilities study adopted by the Perris City Council from time to time and incorporated into Chapter 19.68 of the Perris Municipal Code by reference.

5.4.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

VMT Methodology and Impact Criteria

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by Appendix G of the State CEQA Guidelines, as amended, and used by the City of Perris in its environmental review process. The issues presented in the Initial Study Checklist have been utilized as significance criteria in this section. A project would have a significant impact on transportation if it would:



- Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Conflicts with a plan or policy are only relevant to CEQA if the project causes a physical change in the environment that produces an outcome that is inconsistent with a plan's or policy's expectations (refer to Impact Statement TR-1);
- Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b) (refer to Impact Statement TR-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to refer to Impact Statement TR-3); and/or
- Result in inadequate emergency access (refer to Impact Statement TR-4).

Based on these significance thresholds and criteria, the Project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact. The standards used to evaluate the significance of impacts are often qualitative rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

5.4.4 IMPACTS AND MITIGATION MEASURES

TR-1 Would the Project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis:

Roadway Facilities

Regional access to the Project site is provided via I-215, located immediately to the west, and SR-74, located less than one mile east of the Project site. Local access to the site is provided from Ethanac Road and Trumble Road. The City of Perris General Plan Circulation Element designates Ethanac Road as an Expressway and Trumble Road as a Collector. Table CE-11 in the General Plan Circulation Element provides a list of planned future roadway improvements. The Circulation Element does not identify planned roadway improvements along Ethanac Road or Trumble Road.

As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. A second westbound through lane would be added to Ethanac Road along the Project frontage. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. New striping would also be provided along Trumble Road. The Project would include a dedicated northbound left turn lane/two-way left-turn lane at both Trumble Road driveway intersections to accommodate left turns into the Project site. The Project does not propose any other modifications to existing roadway facilities. Three new driveways would be constructed. The proposed driveway on Ethanac Road would provide right-in-right-out only access. The southern driveway on Trumble Road would be full access for passenger vehicles. The northern driveway on Trumble Road would provide truck ingress and egress access to the Project site. All Project driveways



would be unsignalized. The three driveways would not interfere with the operation of roadways or the ability of vehicles to access existing properties to the south of Ethanac Road. Thus, the Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including roadway facilities. Impacts would be less than significant.

Transit, Bicycle, and Pedestrian Facilities

There are no transit facilities located adjacent to the Project site. RTA provides service along SR-74 and Case Road. The nearest bus stop is located approximately 0.25 mile west of the Project site on Case Road. The Project Applicant proposes to develop a travel center on the site, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The Project would not conflict with a program plan, ordinance or policy addressing transit facilities. Impacts would be less than significant in this regard.

Exhibit CE-14 of the General Plan Circulation Element does not identify any existing bikeways adjacent to the Project site; however, Ethanac Road is identified as a proposed Class IIB bikeway. Class IIB Buffered Bicycle Lanes are described as providing a dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer. The City's Active Transportation Plan, adopted in 2020, also identifies Ethanac Road as a proposed Class IIB bikeway (City of Perris, 2020). The Project would provide 34 feet of right-of-way dedication adjacent to Ethanac Road along the southern property line, generally east of the proposed driveway. As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. A second westbound through lane would be added to Ethanac Road along the Project frontage. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. New striping would also be provided along Trumble Road. The Project would include a dedicated northbound left turn lane/two-way left-turn lane at both Trumble Road driveway intersections to accommodate left turns into the Project site. The Project does not include any other modifications to existing roadway facilities. Thus, the Project would not conflict with a program plan, ordinance or policy addressing bicycle facilities. Impacts would be less than significant.

There are currently no paved sidewalks or other pedestrian facilities located along the Project site. A paved sidewalk exists on the southern side of Ethanac Road, adjacent to the Shell Gas Station, Circle K convenience store, and Alberto's Mexican Food restaurant. Exhibit CE-14 of the General Plan Circulation Element identifies proposed pedestrian improvement projects within the City; no pedestrian improvements are proposed along roadways adjacent to the Project site. The Project would provide 34 feet of right-of-way dedication adjacent to Ethanac Road along the southern property line, generally east of the proposed driveway, and 17 feet of right-of-way dedication along the eastern property line. As discussed above, roadway improvements would occur immediately adjacent to the Project site. However, the Project would not conflict with a program plan, ordinance or policy addressing pedestrian facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



TR-2 Would the Project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: State CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the primary metric for evaluating transportation-related environmental impacts under CEQA. In response to Senate Bill (SB) 743, the City of Perris adopted the Transportation Impact Analysis (TIA) Guidelines for CEQA (May 2020) which relies on VMT as the measure for determining a project significant transportation impact under CEQA. The City's TIA Guidelines provides screening criteria that can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on the recommendations from the Governor's Office of Planning and Research and Western Riverside Council of Governments for setting screening thresholds for land use projects. Screening criteria are divided into the following:

- Is the project 100% affordable housing?
- Is the project within one half (½) mile of qualifying transit?
- Is the project a local serving land use?
- Is the Project in a low VMT area?
- Are the project's net daily trips less than 500 ADT?

A project is presumed to have a less than significant impact on VMT under CEQA pursuant to SB 743 if the project satisfies at least one of the above VMT screening criteria. According to the Transportation Analysis, the Project is a local serving land use and thus satisfies at least one of the VMT screening criteria.

The Technical Advisory on Evaluating transportation Impacts in CEQA (December 2018), prepared by the Office of Planning and Research, identifies that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores less than 50,000 square feet might be considered local serving. The proposed Project would be less than 50,000 square feet and is not anticipated to lead to substitution of longer trips for shorter ones. Therefore, the City may presume such development creates a less than significant transportation impact.

In determining if a project is a local serving land use, the City's TIA Guidelines contains a list of eligible local serving uses in the City of Perris, including general retail less than 50,000 square feet, supermarket, restaurant/cafe/bar, gas service station, and auto repair/tire shop. The Project is less than 50,000 square feet and proposes to provide a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. Therefore, the Project would be considered a local serving use under the City's TIA Guidelines.

The Project meets the local serving land use screening threshold and is not anticipated to result in a significant impact under CEQA pursuant to SB 743. Therefore, the Project would not conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)(1) and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



TR-3 Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The Project does not include any incompatible uses, as the Project Applicant proposes a travel center, which is consistent with the General Plan land use designation and zoning for the site with approval of conditional use permit. Automobile access to the Project site would be provided from Ethanac Road and Trumble Road via three driveways. The driveway on Ethanac Road would provide right-in-right-out only access. The southern driveway on Trumble Road would be full access for passenger vehicles. The northern driveway on Trumble Road would provide truck ingress and egress access to the project site. All Project driveways would be unsignalized. The trucks would be segregated in the northern portion of the site and separated from the passenger vehicles and pedestrians in the southern part of the site.

As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. A second westbound through lane would be added to Ethanac Road along the Project frontage. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. New striping would also be provided along Trumble Road. The Project would include a dedicated northbound left turn lane/two-way left-turn lane at both Trumble Road driveway intersections to accommodate left turns into the Project site.

All proposed roadway improvements would be reviewed by the City of Perris as part of the development review process to ensure standard roadway engineering practices and design requirements, including site distance, are met. The proposed improvements would be required to be designed and constructed in conformance with all applicable City design standards. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-4 Would the Project result in inadequate emergency access?

Less Than Significant Impact. Ethanac Road and I-215 would provide primary access to the Project site and would continue to serve as the primary evacuation and emergency access route within the area, as designated in the City's General Plan Safety Element (Figure S-1, Potential Evacuation Routes). SR-74 and Sherman Road would also provide access to and out of the Project area. As discussed above, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. A second westbound through lane would be added to Ethanac Road along the Project frontage. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. New striping would also be provided along Trumble Road. The Project would include a dedicated northbound left turn lane/two-way left-turn lane at both Trumble Road driveway intersections to accommodate left turns into the Project site. 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 not impede or interfere with the evacuation plan.

Prior to the issuance of a building permit, the Project Applicant would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. The Riverside County Fire Department would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Perris Building Inspector and Building Department for review and approval prior to issuance of any building permit. Approval by the City and County Fire Department would ensure that Project construction and operation would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.5 CUMULATIVE IMPACTS

State CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.” Table 4-1, Related Projects List, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The following discussions are included in order of the topical areas discussed above to determine whether a significant cumulative effect would occur.

Would the Project, combined with other related cumulative projects, conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis: As discussed above, the proposed Project would not conflict with any program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities during construction or Project operation. Similar to the proposed Project, related projects would be reviewed to determine whether the development being proposed would be consistent with plans, ordinances, and policies addressing the circulation system, including the Municipal Code and General Plan. As such, the Project’s incremental effects relative to potential conflicts with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



Would the Project, combined with other related cumulative projects, conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: The Project would not result in an impact to VMT. Similar to the proposed Project, related projects would be evaluated to determine their potential to increase the City's average VMT per capita/employee and total VMT in accordance with the City's adopted guidance. For cumulative conditions, a project that is below the VMT impact thresholds and does not have a VMT impact under baseline conditions would also not have a cumulative impact as long as it is aligned with long-term State environmental goals and relevant plans. Thus, the Project's incremental effects relative to VMT would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related cumulative projects, substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis: The Project does not include any incompatible uses and proposed roadway improvements would be reviewed by the City of Perris as part of the development review process to ensure City design standards are met. Similar to the proposed Project, any related projects would be reviewed by the City or agency of jurisdiction to ensure adequate ingress and egress would be provided, site distance standards would be implemented and roadway conditions would be adequate to serve the development. Any proposed roadway modifications or new roadways would be required to comply with applicable design standards and other local regulations. The Project's incremental effects relative to increased hazards due to a geometric design feature or incompatible uses would be less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the Project, combined with other related cumulative projects, result in inadequate emergency access?

Impact Analysis: The proposed Project would not result in inadequate emergency access. Increased traffic volumes under cumulative conditions are not expected to affect emergency vehicle access, resulting in inadequate emergency access to cumulative project locations. Similar to the proposed Project, any related projects would be reviewed by the City or agency of jurisdiction to ensure adequate emergency access is maintained during project construction and operation. As such, the Project's incremental effects relative to emergency access is less than cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts to transportation would occur with the proposed Project.



5.4.7 REFERENCES

Kimley-Horn and Associates, Inc., *Transportation Analysis for the Perris Travel Center, Case No. P22-05002*, June 2024.

Riverside Transit Agency, *Who We Are*, <https://www.riversidetransit.com/index.php/about-rta/who-we-are>, accessed May 15, 2024.

Riverside Transit Agency, *Maps and Schedules*, <https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules>, accessed May 15, 2024.



6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to State CEQA Guidelines Section 15126.2, the following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed Project is approved and constructed, a variety of short- and long-term impacts would occur on a local level. During Project grading and construction, portions of the surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There would be an increase in air pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and would be avoided or lessened to a large degree through compliance with regulatory requirements, including, but not limited to, the City of Perris Municipal Code (Municipal Code); refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed Project would potentially create long-term environmental consequences associated with the conversion of undeveloped land to a travel center facility. Project development and the subsequent long-term effects may impact the physical and human environments. Long-term physical consequences of development include increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated stationary source emissions generated from the consumption of natural gas and electricity.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED WITH THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to State CEQA Guidelines Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

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

The Project would consume limited, slowly renewable and non-renewable resources. Consumption would occur during the Project’s construction phase and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project site. Project construction would require the consumption of resources that are not renewable/replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products, aggregate materials used in concrete and asphalt, metals, and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The resources that would be



committed during Project operation would be similar to those currently consumed within the City of Perris. Project operations would involve consumption of energy resources, such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water.

Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the Project, and the existing, finite supplies of these natural resources would be incrementally reduced. Project operation would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which sets forth conservation practices that would limit the Project's energy consumption. Nonetheless, the Project's energy requirements would represent a long-term commitment of essentially non-renewable resources.

Use of potentially hazardous materials typical of commercial uses, including minor amounts of cleaning products, paint for maintenance, and fuel for landscape equipment, along with the occasional use of pesticides and herbicides for landscape maintenance would be used within the site. Additionally, hazardous materials associated with the fueling facilities and activities that would occur within the Shop Building, including tire replacement, rotation, and repair and oil changes would be used; no major mechanical work or body work would be performed. The use of these materials would be used, handled, stored, and disposed of in accordance with the manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, Project construction and operation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, continued use of such resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

6.3 GROWTH INDUCING IMPACTS

As required by the State CEQA Guidelines, an EIR must include a discussion of the ways in which a project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (State CEQA Guidelines Section 15126.2(d)). Growth can be induced in many ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. Under CEQA, induced growth is not considered necessarily beneficial, detrimental, or of little significance to the environment.

In general, a project may foster spatial, economic, or population growth in a geographic area if it results in any of the following:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);



- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to “discuss the ways” a project could be growth-inducing and to “discuss the characteristics of some projects that may encourage ... activities that could significantly affect the environment,” CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages (refer to State CEQA Guidelines Section 15145).

In accordance with the State CEQA Guidelines and based on the above-listed criteria, the Project’s potential growth-inducing impacts are evaluated below.

IMPACT ANALYSIS

Removal of an Impediment to Growth

The Project Applicant proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators on the currently undeveloped site. The Project would connect to existing utilities within adjacent rights-of-way; these facilities can be readily upgraded and/or extended to serve the proposed development. Project demands for utilities would not reduce or impair any existing or future levels of utility services, either locally or regionally, as required improvements to serve the proposed development would occur as a result of the Project and costs for increased demand in utility and service systems would be provided through cooperative agreements between the proposed development and servicing agencies. As infrastructure services and facilities are readily available with improvements to accommodate the proposed Project, the Project would not remove an impediment to growth associated with the establishment of an essential public service and is not considered growth-inducing in this regard. Further, the Project would be consistent with the City’s General Plan land use and zoning designations for the site.

The Project site is served by existing roadways and transportation systems. Project implementation would not provide new access to an area. Thus, the proposed Project would not remove an impediment to growth associated with the provision of new access to an area and is not considered growth-inducing in this regard.



Economic Growth

The Project would foster construction-related jobs during Project construction; however, these jobs would be temporary and would not be growth-inducing. The proposed travel center is anticipated to have a total of 70 employees during long-term operations. The forecast employment growth would slightly increase the City's revenue base resulting from increased employment. The proposed travel center would provide economic growth due to the long-term revenue associated with sales and property taxes. Additional economic growth opportunities within the City are a beneficial impact, and the proposed Project would not conflict with the City of Perris General Plan.

Population Growth

A project could induce population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). The Project would not involve the development of new residential uses. The Project would be served by existing transportation systems within the Project vicinity and does not involve the extension of roads or other infrastructure into undeveloped areas; refer to the *Removal of an Impediment to Growth* discussion above.

As discussed above, the Project is anticipated to have a total of 70 employees during long-term operations. The City's population estimate as of January 1, 2024 is 79,311 persons.¹ Although unlikely, potential employment opportunities could directly increase the City's population, as employees (and their families) may choose to relocate to the City. It should be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further the proposed use does not typically provide employment opportunities that involve substantial numbers of people needing to permanently locate to fill the positions, but would rather provide employment opportunities to people within the local community and surrounding areas. While it is likely that future employees already live in the City or would commute in from neighboring jurisdictions, this analysis conservatively assumes all 70 new employees (and their families) would relocate to Perris for employment. Project implementation could result in a potential population increase of approximately 279 persons based on an average household size of 3.98 persons per the California Department of Finance's 2024 population and housing estimate,² a 0.35 percent increase over existing conditions.

Potential growth-inducing impacts are assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Table 6-1, Proposed Project Compared to General Plan Growth Forecasts, compares the proposed Project's population and housing growth to the City's General Plan population and housing forecasts for the City at projected buildout (sometime after the year 2030). The City's housing stock is forecast to total approximately 44,686 dwelling units at buildout, with a resultant population of approximately 156,401 persons; refer to Table 6-1. The Project does not involve the development of new residential uses, and, therefore, the City's housing stock would remain unchanged. The proposed Project would not cause the City's buildout population forecast

¹ State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.

² State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark*, May 2024.



to be exceeded. Therefore, Project implementation would not be considered growth-inducing since it would be within the population growth anticipated by Perris General Plan population forecasts.

**Table 6-1
Proposed Project Compared to General Plan Growth Forecasts**

Description	Dwelling Units	Population
Existing 2024 ¹	20,297	79,311
Proposed Project ²	0	279
Total City (including Project)	20,297	79,590
General Plan Buildout Forecasts ³	44,686	156,401
General Plan Buildout Compared to City (including Project)	24,389	76,811
Notes:		
1. State of California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark</i> , May 2024.		
2. Project-related population is based on the Project generating 70 new jobs and Perris' estimated 3.98 persons per household (State of California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark</i> , May 2024).		
3. City of Perris, <i>City of Perris General Plan Land Use Element</i> , Table LU-27, April 26, 2005.		

Table 6-2, *Proposed Project Compared to SCAG Growth Forecasts*, compares the Project's forecast housing and population growth with SCAG's 2050 growth projections for the City. As indicated in Table 6-2, SCAG projects the City's housing stock would total 35,292 dwelling units, with a resultant population of approximately 97,572 persons by 2050. The City's housing stock is currently 20,297 dwelling units and would not change as a result of the proposed Project. As previously discussed, there is potential for the proposed Project to generate new jobs that may result in future employees choosing to relocate to the City. If all 70 new employees associated with the Project relocate to the City, it could result in an additional 279 people with a resultant population of approximately 79,590 persons. SCAG forecasts a population of 97,572 persons by 2050; as such, the proposed Project would not cause SCAG's population forecasts to be exceeded. Therefore, Project implementation would not be considered growth-inducing since it would be within the population growth anticipated by SCAG's population forecasts.



**Table 6-2
Proposed Project Compared to SCAG Growth Forecasts**

Description	Dwelling Units	Population
Existing 2024 ¹	20,297	79,311
Proposed Project ²	0	279
Total City (including Project)	20,297	79,590
SCAG Connect SoCal 2050 Forecasts ^{3,4,5}	35,292	97,572
Connect SoCal 2050 Compared to City (including Project)	14,995	17,982
Notes: 1. State of California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark</i> , May 2024. 2. Project-related population is based on the Project generating 70 new jobs and Perris' estimated 3.98 persons per household (State of California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2024, with 2020 Benchmark</i> , May 2024). 3. Southern California Association of Governments, <i>Connect SoCal 2024, Demographics and Growth Forecast Technical Report</i> , https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839 , accessed May 16, 2024. 4. Dwelling unit forecasts are based on Perris' 2024 vacancy rate of 2.0%. 5. Population forecasts are based on Riverside County's Population:Households ratio for 2050 of 2.82.		

Precedent Setting Action

The Perris General Plan Land Use Map designates the Project site as Community Commercial. The Community Commercial designation provides for professional offices, department stores, discount stores, and furniture or appliance outlets. It also allows for home improvement centers, entertainment centers and regional shopping centers. The Community Commercial land use designation is generally found along major thoroughfares throughout the City, including centered around the Ethanac Road interchange on I-215, the Redlands Avenue interchange on I-215, and Nuevo Road interchange on I-215.

The Project Applicant proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators, which is consistent with the Community Commercial land use designation for the site; thus, the proposed Project would not be considered growth inducing with respect to a precedent setting action.

Development or Encroachment of Open Space

The Project site is currently vacant and undeveloped. However, the Perris General Plan Land Use Map designates the Project site as Community Commercial. The Project site is not designated as Open Space, nor are there open space areas within the vicinity of the Project site. Thus, the proposed Project would not be growth inducing with respect to development or encroachment into an isolated or adjacent area of open space.

Summary

Overall, Project implementation could foster economic expansion and limited population growth. However, it would not be growth inducing since it would not remove an impediment to growth, would not establish a precedent setting action, and would not develop or encroach into an isolated or adjacent area of open space. The proposed Project would not foster significant unanticipated growth in the Project



area or region and would be consistent with the Perris General Plan and development anticipated for the site. Development within the Project would not require substantial development of unplanned and unforeseen support uses and services. Therefore, potential direct and indirect growth-inducing impacts would be less than significant.



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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

7.1 INTRODUCTION

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project’s significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, “the purpose of an environmental impact report is... to identify alternatives to the project.”

State CEQA Guidelines Section 15126.6 provides further direction regarding the definition of project alternatives:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.

The State CEQA Guidelines emphasize that the selection of project alternatives is to be based primarily on the ability to reduce significant effects relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” The range of alternatives is to be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are addressed.

Project alternatives selected for analysis must be considered for their feasibility. Specifically, State CEQA Guidelines Section 15126.6(f)(1) states that:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...

State CEQA Guidelines Section 15126.6(e) also requires the analysis of a “no project” alternative and, where the project approvals seek an amendment to the local general plan, an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives. In addition, State CEQA Guidelines Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can



reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent).

Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered. The range of feasible alternatives shall be selected and discussed in a manner that fosters meaningful public participation and informed decisions making.

FACTORS GUIDING SELECTION OF ALTERNATIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with an action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As described in Section 3.0, Project Description, the following objectives have been identified for the proposed Project:

- Provide a travel center/fueling station adjacent to and visible from the regional highway system.
- Generate additional revenues to the City in the form of increased sales and property tax revenues.
- Design a project that is consistent with the City's General Plan land use and zoning designations for the site, and is compatible with surrounding land uses.
- Locate a travel center in an area serviced by adequate existing infrastructure, including roadways and utilities.
- Provide one-stop travel-related amenities and services to professional drivers and motorists traveling on the I-215 Freeway and within the local area.
- Support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning and supported by market conditions.
- Provide a mixture of on-site uses that reduces vehicle miles traveled through internal capture and serves existing truck trips and motorists on the I-215 Freeway.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

Pursuant to Section 15126.6(a) of the State CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project. Through the analysis provided within this Draft EIR, it has been determined that the proposed Project would result in significant and unavoidable impacts associated with the following environmental issue area(s):



Air Quality

- The Project would have the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard during operational activities.

Greenhouse Gas Emissions

- A significant and unavoidable impact would result from the Project's contribution to greenhouse gas emissions as a result of the exceedance of the threshold on a Project and cumulative basis.

All other impacts are less than significant or can be reduced to a less than significant level with adherence to the regulatory requirements and implementation of identified mitigation measures.

7.2 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with State CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis, but rejected as infeasible and briefly explain the reasons for their rejection. According to the State CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic Project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternatives were considered, but not carried forward for additional analysis, since they would not accomplish most of the basic objectives of the Project or were considered infeasible.

REDUCED PROJECT ALTERNATIVE

In order to eliminate the Project's significant and unavoidable impacts associated with air quality and greenhouse gas emissions to a less than significant level, the number of trips would need to be reduced to a maximum of 465 trips per day, which would represent less than 10% of the trips anticipated for the proposed Project. Based on ITE trip generation rates, a truck stop generates approximately 256 daily trips per fueling position and the convenience store/gas station/drive-thru restaurant generates approximately 270 daily trips per fueling position. Therefore, a reduced project alternative that would result in less than significant air quality and greenhouse gas emissions would generally require elimination of the fueling station components of the Project. As the purpose of the proposed Project is to provide a travel center with fueling station and travel-related amenities, elimination of the fueling station components would not be economically feasible and would not meet the Project's objectives. Therefore, the Reduced Project Alternative has been considered, but rejected from further analysis.

7.3 ALTERNATIVES CONSIDERED FOR FURTHER ANALYSIS

ALTERNATIVE 1 – NO PROJECT/NO DEVELOPMENT ALTERNATIVE

In accordance with the State CEQA Guidelines, "the no project analysis shall discuss the existing conditions ..., as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The State CEQA Guidelines continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." In essence, the No Project Alternative is described and analyzed in order to enable the decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project.



Description of the Alternative

The Project site is currently vacant and undeveloped with land cover consisting primarily of disturbed non-native weedy species that have been heavily influenced by human activities such as discing. Several mature trees are located within the eastern portion of the site, along the Project site's southern boundary, adjacent to Ethanac Road. A dirt path cleared for vehicle access extends south and west from Trumble Road near the southeast corner of the site to Ethanac Road, generally in the location of the terminus of Encanto Drive at Ethanac Road.

The No Project Alternative would retain the site in its current condition. The proposed travel center, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators, would not be developed.

Impact Comparison to the Proposed Project

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the Project.

Air Quality

The No Project/No Development Alternative would not result in any construction activities; thus, short-term construction emissions would not occur. Additionally, operational emissions, including volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}) generated by mobile, area, and energy sources and localized emissions would not occur, as the site would remain undeveloped and would not involve on-site activities resulting in trips or people to the site. This Alternative would not expose people to toxic air contaminants, including diesel particulate matter emissions, as the site would remain undeveloped and would not generate new trips. The No Project/No Development Alternative would be environmentally superior when compared to the proposed Project regarding air quality emissions, given it would avoid the Project's significant and unavoidable air quality impact specific to NO_x emissions generated during Project operation.

Greenhouse Gas Emissions

Under this Alternative, the site would remain undeveloped, and therefore, would not generate new GHG emissions from direct sources (i.e., construction emissions and area and mobile sources) and indirect sources (i.e., energy consumption, solid waste, and water demand). The Project's significant and unavoidable GHG emissions impact associated primarily with mobile-source emissions would not occur under the No Project/No Development Alternative, as the site would not be developed as a travel center and passenger vehicles and heavy-duty trucks would not access the site to utilize travel amenities or for refueling. The No Project/No Development Alternative would be environmentally superior when compared to the proposed Project, given it would avoid the Project's significant and unavoidable greenhouse gas emissions impact.

Noise

The No Project/No Development Alternative would not involve the generation of new construction or operational noise since the site would remain undeveloped. Similar to the Project, this Alternative would not expose people working in the Project site to excessive noise levels associated with airport activities.



Although the Project would result in less than significant impacts associated with noise, the No Project Alternative would be environmentally superior, as no new noise sources would be developed when compared to the proposed Project.

Transportation

The site would remain undeveloped under this Alternative and no new trips to the site would occur. Although the Project would not conflict with or be inconsistent with State CEQA Guidelines Section 15064.3(b), this Alternative would involve no new trips or result in a change in vehicle miles traveled (VMT). Additionally, no new roadway improvements would occur, as the site would remain undeveloped. Similar to the proposed Project, this Alternative would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would not result in an increase in hazards due to a geometric design feature or incompatible uses. However, since no development would occur under this Alternative, and Project-generated VMT would not occur, the No Project/No Development Alternative would be considered environmentally superior to the Project in regard to transportation.

Ability to Meet the Project Objectives

The No Project/No Development Alternative would not meet any of the objectives for the proposed Project. The site would remain in its current undeveloped condition and would not provide a travel center/fueling station adjacent to and visible from the regional highway system; generate additional revenues to the City in the form of increased sales and property tax revenues; provide a project that is consistent with the City's General Plan land use and zoning designations for the site, and is compatible with surrounding land uses; locate a travel center in an area serviced by adequate existing infrastructure, including roadways and utilities; provide one-stop travel-related amenities and services to professional drivers and motorists traveling on the I-215 Freeway and within the local area; support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning and supported by market conditions; or provide a mixture of on-site uses that reduces vehicle miles traveled through internal capture and serves existing truck trips and motorists on the I-215 Freeway.

ALTERNATIVE 2 – HOTEL AND CONVENIENCE STORE/GAS STATION

Description of the Alternative

Alternative 2 would involve development of the site with a 150-room hotel and a gas station with 24 fueling positions and a convenience store; travel amenities and truck fueling facilities would not be provided. The convenience store and gas station would generally be located within the eastern portion of the site and the hotel would be located within the western portion of the site. Access would occur from Ethanac Road and Trumble Road. This Alternative assumes landscaping, fencing, signage, including an illuminated hi-rise pylon sign, and bioretention basin would occur similar to the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.



Impact Comparison to the Proposed Project

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the Project.

Air Quality

The Hotel and Convenience Store/Gas Station Alternative would involve more extensive construction activities and the length of construction would be greater when compared to the proposed Project. It is anticipated that similar to the Project, construction activities would be less than significant. Although this Alternative's maximum NO_x emissions of approximately 93.4 pounds per day would be reduced when compared to the Project's maximum NO_x emissions of approximately 170.0 pounds per day, operational emissions specific to NO_x would continue to be significant and unavoidable with this Alternative due to the heavy-duty truck trips. Therefore, this Alternative would not eliminate the Project's significant and unavoidable air quality impacts. Since NO_x emissions would be reduced when compared to the Project, the Hotel and Convenience Store/Gas Station Alternative would be considered environmentally superior to the proposed Project regarding air quality emissions.

Greenhouse Gas Emissions

Under this Alternative, the site would generate new GHG emissions from direct sources (i.e., construction emissions and area and mobile sources) and indirect sources (i.e., energy consumption, solid waste, and water demand), similar to the Project. Although when compared to the proposed Project's annual GHG emissions of approximately 31,129 MTCO_{2e}, this Alternative would result in fewer GHG emissions of approximately 19,191 MTCO_{2e} per year due to reduced trips, the Hotel and Convenience Store/Gas Station Alternative would also have a significant and unavoidable impact associated with GHG emissions. Therefore, this Alternative would not eliminate the Project's significant and unavoidable GHG emissions impact. Since GHG emissions would be reduced when compared to the Project, the Hotel and Convenience Store/Gas Station Alternative would be considered environmentally superior to the proposed Project regarding GHG emissions.

Noise

The Hotel and Convenience Store/Gas Station Alternative would introduce construction and operational noise to the site, similar to the Project. Although construction noise would be less than significant, surrounding uses would be exposed to construction noise for a greater time period when compared to the Project due to the longer construction schedule associated with development of this Alternative. As with the Project, this Alternative would not expose people working in the Project site to excessive noise levels associated with airport activities. Both the Hotel and Convenience Store/Gas Station Alternative would generate similar operational noise activities associated with on-site activities, which would be less than significant. This Alternative would be neither environmentally superior nor inferior to the proposed Project relative to noise.

Transportation

This Alternative would result in approximately 4,600 new daily trips to the site. When compared to the Project, the Hotel and Convenience Store/Gas Station Alternative would potentially conflict with or be inconsistent with State Guidelines Section 15064.3(b). The City of Perris Transportation Impact Analysis



Guidelines for CEQA identify local serving uses that may be presumed to have a less than significant impact on VMT. The convenience store/gas station component of this Alternative would be considered a local serving use and meet the VMT screening criteria. The hotel component may not meet the VMT screening criteria and, therefore, cannot be assumed to have a less than significant VMT impact, as with the Project. Similar to the proposed Project, this Alternative would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would not result in an increase in hazards due to a geometric design feature or incompatible uses. However, since this Alternative would not meet the VMT screening criteria, when compared to the Project, the Hotel and Convenience Store/Gas Station Alternative would be considered environmentally inferior to the Project in regard to transportation.

Ability to Meet the Project Objectives

The Hotel and Convenience Store/Gas Station Alternative would partially meet the objectives for the proposed Project. The site would be developed with a hotel and convenience store/gas station and although it would provide a fueling station adjacent to and visible from the regional highway system, it would not provide a travel center and associated amenities. Therefore, it would not provide these specific services to professional drivers and motorists traveling on the I-215 Freeway and within the local area. This Alternative would generate additional revenues to the City in the form of increased sales and property tax revenues, as well as transit occupancy tax; provide a project that is consistent with the City's General Plan land use and zoning for the site, and is compatible with surrounding land uses; provide a development in an area serviced by adequate existing infrastructure; and support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning designations and supported by market conditions. Although this Alternative would provide a mixture of on-site uses, it would not reduce vehicle miles traveled through internal capture and serves existing truck trips and motorists on the I-215 Freeway to the extent of the Project.

However, in regard to the potential for a hotel use, the Project site is located between markets that have several hotels that are being considered in both the City of Perris (to the north) and the City of Menifee to the south. The demand for hotels is driven by Class A offices, concentration of medical facilities, universities, and resort destinations paired with retail amenities. These uses do not occur at Ethanac Road and the I-215 Freeway. Without having Class A offices, medical facilities, universities, or resort destinations in this trade area, and competition from nearby hotels in superior locations, a hotel at the Project site is not feasible at this time.

ALTERNATIVE 3 – SHOPPING CENTER

Description of the Alternative

Alternative 3 would involve development of the site with a 200,000-square-foot shopping center. Access would occur from Ethanac Road and Trumble Road. Similar to the proposed Project, this Alternative would be consistent with the General Plan and zoning designations for the site and would comply with municipal code requirements regarding setbacks, heights, landscaping, etc. Similar to the Project, a variance would be required for an illuminated hi-rise pylon sign to advertise on-site commercial uses. Due to the nature of the shopping center, the size of the sign would likely be greater than proposed by the Project to accommodate the various tenants. This Alternative assumes a bioretention basin would occur similar to



the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.

[Impact Comparison to the Proposed Project](#)

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the Project.

[Air Quality](#)

The Shopping Center Alternative would involve more extensive construction activities and the length of construction would be greater when compared to the proposed Project. It is anticipated that similar to the Project, construction activity emissions would be less than significant. Overall, air quality emissions would be reduced under this Alternative when compared to the proposed Project. This Alternative would not expose people to toxic air contaminants, including diesel particulate matter emissions, as the site would not involve uses that generate significant diesel truck trips. Under this Alternative, operational emissions specific to NO_x would be approximately 42.6 pounds per day, which is below the 55 pounds per day threshold of significance. Therefore, this Alternative would eliminate the Project's significant and unavoidable air quality impacts. The Shopping Center Alternative would be considered environmentally superior to the proposed Project regarding air quality emissions.

[Greenhouse Gas Emissions](#)

Under this Alternative, the site would generate new GHG emissions from direct sources (i.e., construction emissions and area and mobile sources) and indirect sources (i.e., energy consumption, solid waste, and water demand), similar to the Project. When compared to the proposed Project's annual GHG emissions of approximately 31,129 MTCO_{2e}, this Alternative would result in fewer GHG emissions of approximately 16,442 MTCO_{2e} per year due to reduced trips, and specifically, reduced heavy-duty truck trips. Although this Alternative's GHG emissions would be reduced, the Shopping Center Alternative would also have a significant and unavoidable impact associated with GHG emissions. Therefore, this Alternative would not eliminate the Project's significant and unavoidable GHG emissions impacts. Since GHG emissions would be reduced when compared to the Project, the Shopping Center Alternative would be considered environmentally superior to the proposed Project regarding GHG emissions.

[Noise](#)

The Shopping Center Alternative would introduce construction and operational noise to the site, similar to the Project. Although construction noise would be less than significant, surrounding uses would be exposed to construction noise for a greater time period when compared to the Project, due to the longer construction schedule associated with development of this Alternative. As with the Project, this Alternative would not expose people working in the Project site to excessive noise levels associated with airport activities. The Shopping Center Alternative would generate similar operational noise activities associated with on-site activities, which would be less than significant. This Alternative would be neither environmentally superior nor inferior to the proposed Project relative to noise.



Transportation

This Alternative would result in approximately 7,400 new daily trips to the site. When compared to the Project, the Shopping Center Alternative would potentially conflict with or be inconsistent with Guidelines Section 15064.3(b). The City of Perris Transportation Impact Analysis Guidelines for CEQA identify local serving uses that may be presumed to have a less than significant impact on VMT. General retail less than 50,000 square feet is considered a local serving use. The Shopping Center Alternative would be comprised of an approximately 200,000-square-foot shopping center, which would not meet the VMT screening criteria and, therefore, cannot be assumed to have a less than significant VMT impact, as with the Project. Similar to the proposed Project, this Alternative would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would not result in an increase in hazards due to a geometric design feature or incompatible uses. However, since this Alternative would not meet the VMT screening criteria, when compared to the Project, the Shopping Center Alternative would be considered environmentally inferior to the Project in regard to transportation.

Ability to Meet the Project Objectives

The Shopping Center Alternative would partially meet the proposed Project objectives. The site would be developed with an approximately 200,000-square-foot shopping center, and therefore, would generate additional revenues to the City in the form of increased sales and property tax revenues; provide a project that is consistent with the City's General Plan land use and zoning for the site, and is compatible with surrounding land uses; provide a development in an area serviced by adequate existing infrastructure; and support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning. However, this Alternative does not meet the Project's objectives to provide a fueling station adjacent to and visible from the regional highway system, nor would it provide a travel center and associated amenities. Therefore, it would not provide these specific services to professional drivers and motorists traveling on the I-215 Freeway and within the local area. Further, this Alternative would not reduce vehicle miles traveled through internal capture and would not serve existing truck trips and motorists on the I-215 Freeway.

Although a shopping center would be consistent with the land use and zoning for the site, due to the size of the site, a successful shopping center would require multiple big box tenants to serve as an anchor for the shopping center. Big box retail destinations are typically located at retail hubs with the densest populations in the market easily accessible to the population base. Ethanac Road is located in between the two markets of Perris and Menifee. Both cities have their population base to the north and south of the Ethanac location with many other options currently on the market or under development. The existing retail locations would need to be significantly absorbed, and more residential growth would need to occur before a new retail hub is created. As these conditions do not occur at the site, a shopping center at the Project site is not feasible at this time.



ALTERNATIVE 4 – DISCOUNT SUPERSTORE AND FAST-FOOD RESTAURANTS

Description of the Alternative

Alternative 4 would involve development of the site with an approximately 120,000-square-foot discount superstore and 10,000 square feet of fast-food restaurant space with drive-thru, with the potential for up to three tenants. Access would occur from Ethanac Road and Trumble Road. Similar to the proposed Project, this Alternative would be consistent with the General Plan and zoning designations for the site and would comply with municipal code requirements regarding setbacks, heights, landscaping, etc. Similar to the Project, a variance would be required for an illuminated hi-rise pylon sign to advertise on-site commercial uses. This Alternative assumes a bioretention basin would occur similar to the proposed Project. Additionally, this Alternative would provide offsite roadway and right-of-way improvements, including right-of-way dedications along the eastern, southern, and western property lines, striping, median improvements, and intersection improvements on Ethanac Road and Trumble Road.

Impact Comparison to the Proposed Project

The following discussion evaluates the potential environmental impacts associated with the No Project Alternative, as compared to impacts from the Project.

Air Quality

The Discount Store and Fast-Food Restaurants Alternative would involve more extensive construction activities and the length of construction would be greater when compared to the proposed Project. It is anticipated that similar to the Project, construction activities would be less than significant. Overall, air quality emissions would be reduced under this Alternative when compared to the proposed Project. This Alternative would not expose people to toxic air contaminants, including diesel particulate matter emissions, as the site would not involve uses that generate significant diesel truck trips. Under this Alternative, operational emissions specific to NO_x would be approximately 48.5 pounds per day, which is below the 55 pounds per day threshold of significance. Therefore, this Alternative would eliminate the Project's significant and unavoidable air quality impacts. The Discount Store and Fast-Food Restaurants Alternative would be considered environmentally superior to the proposed Project regarding air quality emissions.

Greenhouse Gas Emissions

Under this Alternative, the site would generate new GHG emissions from direct sources (i.e., construction emissions and area and mobile sources) and indirect sources (i.e., energy consumption, solid waste, and water demand), similar to the Project. When compared to the proposed Project's annual GHG emissions of approximately 31,129 MTCO₂e, this Alternative would result in fewer GHG emissions of approximately 16,199 MTCO₂e per year, due to reduced trips, and specifically, reduced heavy-duty truck trips. Although this Alternative's GHG emissions would be reduced, the Discount Store and Fast Food Restaurants Alternative would also have a significant and unavoidable impact associated with GHG emissions. Therefore, this Alternative would not eliminate the Project's significant and unavoidable GHG emissions impacts. Since GHG emissions would be reduced when compared to the Project, the Discount Store and Fast Food Restaurants Alternative would be considered environmentally superior to the proposed Project regarding GHG emissions.



Noise

The Discount Store and Fast-Food Restaurants Alternative would introduce construction and operational noise to the site, similar to the Project. Although construction noise would be less than significant, surrounding uses would be exposed to construction noise for a greater time period when compared to the Project, due to the longer construction schedule associated with development of this Alternative. As with the Project, this Alternative would not expose people working in the Project site to excessive noise levels associated with airport activities. The Discount Store and Fast-Food Restaurants Alternative would generate similar operational noise activities associated with on-site activities, which would be less than significant. This Alternative would be neither environmentally superior nor inferior to the proposed Project relative to noise.

Transportation

This Alternative would result in approximately 8,400 new daily trips to the site. However, when compared to the Project, the Discount Store and Fast-Food Restaurants Alternative would potentially conflict with or be inconsistent with State Guidelines Section 15064.3(b). The City of Perris Transportation Impact Analysis Guidelines for CEQA identify local serving uses that may be presumed to have a less than significant impact on VMT. General retail less than 50,000 square feet is considered a local serving use. The Discount Store and Fast-Food Restaurants Alternative would be comprised of an approximately 120,000-square-foot discount superstore and 10,000 square feet of fast-food restaurant space with drive-thru, which would not meet the VMT screening criteria and, therefore, cannot be assumed to have a less than significant VMT impact, as with the Project. Similar to the proposed Project, this Alternative would not conflict with plans, guidelines, policies, or standards related to roadways, transit, or the bicycle or pedestrian network and would not result in an increase in hazards due to a geometric design feature or incompatible uses. However, since this Alternative would not meet the VMT screening criteria, when compared to the Project, the Discount Store and Fast-Food Restaurants Alternative would be considered environmentally inferior to the Project in regard to transportation.

Ability to Meet the Project Objectives

The Discount Store and Fast-Food Restaurants Alternative would partially meet the proposed Project objectives. The site would be developed with an approximately 120,000-square-foot discount superstore and 10,000 square feet of fast food restaurant space with drive-thru, with the potential for up to three tenants, and therefore, would generate additional revenues to the City in the form of increased sales and property tax revenues; provide a project that is consistent with the City's General Plan land use and zoning designations for the site, and is compatible with surrounding land uses; provide a development in an area serviced by adequate existing infrastructure; and support revitalization of the area and provide economic benefits to the City through the development of an undeveloped/underutilized site with a commercial use consistent with the General Plan and zoning. However, this Alternative does not meet the Project's objectives to provide a fueling station adjacent to and visible from the regional highway system, nor would it provide a travel center and associated amenities. Therefore, it would not provide these specific services to professional drivers and motorists traveling on the I-215 Freeway and within the local area. Further, this Alternative would not reduce vehicle miles traveled through internal capture and would not serve existing truck trips and motorists on the I-215 Freeway.



Although a discount superstore and fast-food restaurants would be consistent with the land use and zoning designations for the site, discount superstores are typically located at retail hubs with the densest populations in the market easily accessible to the population base, similar to shopping centers. Ethanac Road is located in between the two markets of Perris and Menifee. Both cities have their population base to the north and south of the Ethanac location with many other options currently on the market or under development. The existing retail locations would need to be significantly absorbed, and residential growth would need to occur before a new retail hub is created. Additionally, the economics for a ground-up development of a discount superstore are not realistic at this location. Development of the Project site requires significant off-site improvements along Ethanac Road and Trumble Road, as well as the extension of a drainage channel, that adds extensive costs onto the development. It is likely that development of the site with a discount superstore would require subsidies from the City or improvements to be completed by others in order to make its development an economically viable option.

7.4 “ENVIRONMENTALLY SUPERIOR” ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (State CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed Project.

A comparative analysis of the proposed Project and each of the Project alternatives is provided in Table 7-1, Comparison of Alternatives. Based on the analysis provided above, the No Project Alternative is the environmentally superior alternative because it would avoid or lessen most the impacts associated with development of the proposed Project.

**Table 7-1
Comparison of Alternatives**

Environmental Issue	Alternative 1 No Project/No Development	Alternative 2 Hotel and Convenience Store/Gas Station	Alternative 3 Shopping Center	Alternative 4 Discount Superstore and Fast Food Restaurants
Air Quality	▼	▼*	▼	▼
Greenhouse Gas Emissions	▼	▼*	▼*	▼*
Noise	▼	▼	▼	▼
Transportation	▼	▲	▲	▲
Notes: ▲ Indicates an impact that is greater than the Project (environmentally inferior). ▼ Indicates an impact that is less than the Project (environmentally superior). = Indicates an impact that is equal to the Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.				



As discussed above, if the “No Project” Alternative is identified as the environmentally superior alternative, an environmentally superior alternative must also be selected amongst the other alternatives. Accordingly, both Alternative 3 – Shopping Center and Alternative 4 – Discount Superstore and Fast-Food Restaurants would be the environmentally superior alternatives among the other alternatives and are discussed below.

In comparison to the proposed Project, both the Shopping Center Alternative and Discount Superstore and Fast-Food Restaurants Alternatives would eliminate the significant and unavoidable impact associated with air quality. Although neither Alternative would eliminate the Project’s significant and unavoidable GHG emissions impact, GHG emissions would be reduced under both Alternatives compared to the proposed Project. Neither, the Shopping Center Alternative, nor the Discount Superstore and Fast-Food Restaurants Alternative would meet all the Project objectives. As discussed above, neither Alternative would provide a fueling station adjacent to and visible from the regional highway system, nor provide a travel center and associated amenities. Therefore, the Alternatives would not provide these specific services to professional drivers and motorists traveling on the I-215 Freeway and within the local area. Further, the Alternatives would not reduce vehicle miles traveled through internal capture and would not serve existing truck trips and motorists on the I-215 Freeway.



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8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act (CEQA) Guidelines Appendix G, was conducted as part of the preparation of the Initial Study. During this evaluation, certain impacts of the Project were found to be less than significant or less than significant with mitigation due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR.

CEQA Section 21100(c) states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. State CEQA Guidelines Section 15128 adds, "Such a statement may be contained in an attached copy of an Initial Study."

The Initial Study prepared for the proposed Perris Ethanac Travel Center (Project), included in [Appendix A, *Notice of Preparation and Initial Study*](#), concluded that the proposed Project would not result in significant impacts to the following topics or portions of those topics as described below. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be less than significant or less than significant with mitigation. These specific thresholds listed are not discussed further within the body of this Draft EIR.

AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The structures proposed as part of the Project would be similar to the scale and heights of buildings within the immediate area and long-range views of the surrounding foothills and the San Bernadino Mountains would continue to be available within the area. Thus, the Project would not have a substantial adverse effect on a scenic vista and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project site is not located within or adjacent to a scenic highway corridor. Thus, implementation of the proposed Project would not have an effect on scenic resources within a State scenic highway corridor. No impact would occur.

Mitigation Measures: No mitigation measures are required.



- c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Less Than Significant Impact. The proposed Project would alter, but not substantially degrade, the visual character and quality of public views of the site. The Project would be consistent with the General Plan and zoning for the site, with approval of the Conditional Use Permits (CUPs) to allow for the proposed passenger/truck fueling station and drive-thru restaurant and Variance for the freeway pole sign. Compliance with the General Plan and Municipal Code would further ensure the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less Than Significant Impact With Mitigation Incorporated. The Project's proposed lighting introduces lighting where it does not already occur; however, light spillover and glare would be avoided by requiring that light be designed to project downward and not create glare on adjacent properties and the public right of way. Thus, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area and operational impacts would be less than significant. During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent roadways and highway, such security lights may result in glare to motorists. However, this potential impact would be reduced to a less than significant level with implementation of mitigation measure AES-1.

Mitigation Measures:

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

AGRICULTURE AND FORESTRY RESOURCES

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?***

No Impact. The Project site is identified by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Urban Land" and "Farmland of Local Importance." The Project site is not currently being used for agricultural purposes. Thus, the Project would not convert Prime Farmland,



Unique Farmland, or Farmland of Statewide Importance at a non-agricultural use. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is not being used for any agricultural purposes, nor is the site under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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))?

No Impact. The Project site is not zoned for forest land, timberland, or for timberland production. No forest land, timberland, or timberland production areas are located within or adjacent to the Project site. Thus, the proposed Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest land is located within the City of Perris. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land into non-forest use; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. No farmland or forest land is located within the Project site or surrounding area. Thus, the Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.



BIOLOGICAL RESOURCES

Would the Project:

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less Than Significant With Mitigation Incorporated.

Special-Status Plants

The Project site consists of disturbed land and is largely devoid of native vegetation. Two special-status plant species were found to have a moderate potential to occur (San Diego ambrosia and thread-leaved brodiaea) on the Project site. Within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), San Diego ambrosia is a Narrow Endemic Plant Species and smooth tarplant is a Criteria Area species. Impacts to these species have already been contemplated and addressed under the MSHCP. Furthermore, the Project site is neither located in an MSHCP-designated Narrow Endemic Plant Species Survey Area nor a Criteria Area. The Project is a covered activity under the MSHCP; additional focused surveys and implementation of mitigation for these two species are not required. Therefore, the proposed Project would have a less than significant impact on special-status plants.

Special-Status Wildlife

Two special-status wildlife species were determined to have a high or moderate potential to occur on the Project site: burrowing owl and Crotch bumble bee. Due to the presence of open, marginally suitable grassland habitat and the recent documented occurrence of the species within five miles of the Project site, burrowing owl was determined to have a high potential to occur. Burrowing owl is an MSHCP Covered Species and a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC). The Project site is located within a designated survey area under the MSHCP for burrowing owl. Surveys and burrowing owl habitat assessments conducted as part of the Initial Study identified numerous suitable burrows on the Project site and within the survey buffer, although no burrowing owls or burrowing owl sign were observed during the survey. However, due to the mobile nature of the species, it is possible that burrowing owl could use the site prior to the start of Project activities. In order to avoid potentially significant impacts to burrowing owl, mitigation measure BIO-1 would be required, which requires a pre-construction survey for burrowing owls be completed prior to construction activities in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions and implementation of mitigation measures in the event burrowing owls are observed.

There is moderate potential for the Crotch bumble bee to occur within the Project site. In order to avoid potentially significant impacts to Crotch bumble bee, mitigation measure BIO-2 would be implemented, which requires preconstruction surveys for Crotch bumble bee be completed prior to construction activities in accordance with CDFW's Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species and implementation of mitigation measures in the event Crotch bumble bees are detected.



In addition, six species were determined to have a low potential to occur on the Project site. Special-status wildlife species with a low potential to occur include: Coast horned lizard (*Phrynosoma blainvillii*), Northern harrier (*Circus hudsonius*), Stephens' kangaroo rat (*Dipodomys stephensi*), Southern grasshopper mouse (*Onychomys torridus ramona*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and American badger (*Taxidea taxus*). If present, these species are not expected to occur at high densities due to the highly disturbed nature of the Project site and recent mechanical disturbances to the soil affecting habitat or prey base for these species. The loss of the SSC individuals (all species except Stephens' kangaroo rat), if present, on the site would not contribute to the decline in regional populations and would therefore not be considered a significant impact under CEQA.

The Project site is located within the Stephens' kangaroo rat fee assessment area that requires the payment of the appropriate fee set forth in Riverside County Ordinance No. 663 as mitigation for loss of habitat for the species. Stephens' kangaroo rat has a low potential to occur on the Project site due to the marginally suitable habitat present in the grassland habitat and loose friable soils; however, the relatively isolated nature of the site being surrounded by urban development and the recent and ongoing mechanical disturbances to soils on the Project site likely preclude this species from occurring. To offset impacts to the species to less than significant, all applicants for development permits within the fee assessment area must pay a mitigation fee as set forth in Riverside County Ordinance No. 663.

Nesting Birds

The trees on and immediately adjacent to the Project site as well as a few isolated shrubs adjacent to the site could provide nesting habitat for nesting birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Furthermore, the Project site could provide nesting habitat for ground-nesting bird species. Impacts to nesting birds would be less than significant with the implementation of mitigation measure BIO-3, which would require a preconstruction nesting bird survey if activities with the potential to disrupt nesting birds are scheduled to occur during the bird nesting season and implementation of mitigation measures in the event nesting birds are observed.

Conclusion

Given the absence of observations, or appropriate habitat for, special-status wildlife, and with implementation of mitigation measures BIO-1, BIO-2, and BIO-3, the proposed Project would have a less than significant impact on special-status wildlife species.

Mitigation Measures:

BIO-1 Pre-Construction Surveys for Burrowing Owl. The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction



survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (CDFW 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

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

BIO-2 Preconstruction Surveys for Crotch Bumble Bee. If the Crotch bumble bee is no longer a Candidate or formally Listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species.

If the Crotch bumble bee is legally protected under the California ESA 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 CDFW's Survey Considerations for CESA Candidate Bumble Bee Species (CDFW 2023) the season immediately prior to Project implementation. A minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch 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 bumble bee (if nesting and chilling protocol is to be utilized) or by a CDFW-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 8 mph, 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 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 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 CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA 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.

BIO-3 Preconstruction Survey for Nesting Birds. In order to avoid violation of the MBTA 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 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 will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site 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.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less Than Significant Impact. The Project site consists of disturbed non-native grassland and does not support any sensitive natural communities. No impacts to sensitive natural communities are anticipated as a result of this Project.

No state or federally protected wetlands or waters of the U.S. were identified on the Project site; therefore, no impacts to these resources are expected to occur. An isolated roadside ditch outside of the Project site to the northwest may be jurisdictional; however, because this feature is outside the Project site, impacts are not expected to occur. Three drainage culverts exist outside the Project site to the west and southwest; however, impacts to these culverts are also not expected as a result of the Project due to their location outside of the Project boundaries. The Project does not include any offsite improvements that would affect either the drainage culverts or the isolated roadside ditch. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- 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?***

Less Than Significant With Mitigation Incorporated. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project site. As previously discussed, the trees on and immediately adjacent to the Project site as well as a few isolated shrubs adjacent to the site could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. Furthermore, the Project site could provide nesting habitat for ground-nesting bird species and suitable burrowing habitat with the potential to provide nesting opportunities. In order to reduce potential impacts to wildlife species potentially nesting within the Project site, the Project would be required to comply with mitigation measures BIO-1, BIO-2, and BIO-3, which would ensure protection of any birds and active nests and reduce potential impacts to a less than significant level.

Mitigation Measures: Refer to mitigation measures BIO-1, BIO-2, and BIO-3.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less Than Significant Impact. Nine non-native eucalyptus trees are located along the Project site's southern boundary. Compliance with the City's Municipal Code, including a tree removal permit and/or



conditions imposed by the Director of Public Works, would ensure that the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, with adherence to existing regulations, the Project would have a less than significant impact relative to this topic.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant With Mitigation Incorporated. The Project site is located within the planning area for the MSHCP, but is outside of any Cell Groups, Criteria Cells, and Subunit designations. Further, Stephens' kangaroo rat is not expected within the area due to surrounding urban development, high level of disturbance, and lack of suitable habitat. The Project would comply with MSHCP requirements. As the Project site is located within the Stephens' kangaroo rat fee assessment area, the Project Applicant would be required to pay a mitigation fee as set forth in Riverside County Ordinance No. 663. Further, preconstruction surveys following the protocols set forth in the MSHCP burrowing owl survey guidelines would be conducted prior to the start of Project construction, as described in mitigation measure BIO-1. Therefore, the proposed Project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved plan and impacts would be less than significant.

Mitigation Measures: Refer to mitigation measures BIO-1.

CULTURAL RESOURCES

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The Cultural Resources Survey determined that no historic or potentially historic built environment resources are located within the Project site or surrounding area, and previous property ownership is not historically significant. As such, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5 and no impact would occur.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. Based on the assessment conducted as part of the Cultural Resources Report, the archaeological sensitivity of the Project site is considered low. However, while highly unlikely, there is the potential for accidental discovery of archaeological resources during ground-disturbing activities, which could result in potential impacts. Mitigation measure CUL-1 has been incorporated to reduce potentially significant impacts to previously undiscovered cultural resources that may be encountered during Project implementation. With implementation of mitigation measure CUL-1, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5 and impacts would be less than significant.



Mitigation Measures:

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

The archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, 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.

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure CUL-2 shall immediately apply, and all items found in



association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

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. 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.

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 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 tribe(s) involved with the Project.

c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less Than Significant Impact With Mitigation Incorporated. While the potential for the proposed Project to disturb previously undiscovered human remains is unlikely, previously undiscovered human remains could be located within the Project site and could be disturbed by construction activities, resulting in a potentially significant impact. If human remains are found, the remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99. Implementation of mitigation measure CUL-2 would ensure that if human remains are found during excavation, excavation would be halted near the find until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. If the human remains are determined to be prehistoric, the coroner would notify the NAHC. Following compliance with mitigation measure CUL-2, the Project's potential impacts concerning human remains would be less than significant.



Mitigation Measures:

CUL-2 In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated 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 will 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).

ENERGY

Would the Project:

- a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**
- b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

Less Than Significant Impact. The proposed Project would use energy resources for the operation of the buildings (e.g., electricity), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during Project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). The Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with all applicable federal, State, and local regulations regulating energy usage. As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. Southern California Edison (SCE), the electricity provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with all existing energy



efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, or conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

GEOLOGY AND SOILS

Would the Project:

a) **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- 1) **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? Refer to Division of Mines and Geology Special Publication 42.**

No Impact. The Project site is not within an Alquist-Priolo Fault Zone as defined by the State of California in the Earthquake Fault Zoning Act. Additionally, the Geotechnical Report conducted as part of the Initial Study determined that the potential for direct surface fault rupture in the Project area is considered very low. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- 2) **Strong seismic ground shaking?**

Less Than Significant Impact. The Geotechnical Report found that the most significant geologic hazard to the Project is the potential for moderate to severe ground shaking resulting from earthquakes generated on the faults close to the site. The Project would be required to comply with the California Building Standards Code (CBSC), which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The Perris Building Inspector and Building Department, would review construction plans for compliance with the CBSC and Perris Municipal Code, as well as the Geotechnical Report's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

- 3) **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. The City's General Plan Safety Element Figure S-6 identifies the Project site as being located outside of areas considered susceptible to liquefaction. Additionally, the Project site is not located within a zone mapped as requiring evaluation of earthquake-induced liquefaction according to California Geological Survey. Groundwater is not anticipated to affect the site adversely. The Project would be required to comply with the CBSC, as amended by the Perris Municipal Code, as well as the



recommendations provided in the Geotechnical Report. The Perris Building Inspector and Building Department, would review construction plans for compliance with the CBSC and Perris Municipal Code, as well as the Geotechnical Report's recommendations. Thus, compliance with the established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with liquefaction at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. The Project site is not located within an area susceptible to landsliding, as identified in the City's General Plan Safety Element. Geologic hazards associated with landsliding are not anticipated; the Geotechnical Report found geologic hazards associated with landsliding are unlikely as the Project site is far from steep slopes. Further, the Project site and surrounding area are relatively flat and do not contain any landforms capable of experiencing landslides. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Grading and earthwork activities associated with proposed development of the Project site could expose soils to potential short-term erosion by wind and water. The proposed Project is subject to the requirements of the State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP) and Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Following compliance with the established regulatory framework identified in the Perris Municipal Code, including but not limited to Chapter 14.22, *Stormwater/Urban Runoff Management and Discharge Control*, the SWRCB, and the Clean Water Act regarding stormwater and runoff pollution control, potential impacts associated with soil erosion and the loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. Refer to Responses 8.6(a)(3) and (a)(4) regarding the potential for liquefaction and landslides, respectively.

According to the Geotechnical Report, the Project site is in an area of stable soil conditions with low shrink-swell potential. Thus, the Project site has not been identified as having the potential for lateral spreading, subsidence, or collapse. Further, the Geotechnical Report notes that the Project would not be subject to geologic hazard from settlement, slippage, or landslide provided the recommendations of the Geotechnical Report are incorporated into the proposed construction. Compliance with the established



regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with a geologic unit or soil that is unstable or would become unstable at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact. According to the Geotechnical Report, the Project site is an area of stable soil conditions with low to moderate shrink-swell potential. The Project would be required to comply with CBSC seismic design standards, including requirements related to hazards involving potentially expansive soils. Implementation of the Project is not anticipated to increase the potential for expansive soils to create substantial direct or indirect risks to life or property. This potential impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. Any development within the Project site would be required to connect to the City's existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems; no impact would occur.

Mitigation Measures: No mitigation measures are required.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigation Incorporated. The Project site and surrounding area are largely undeveloped. The Cultural Resources Report identifies the Project site as being considered sensitive for buried paleontological resources. With implementation of mitigation measure GEO-1, which includes retaining a paleontologist and preparing and implementing a paleontological resource impact mitigation monitoring program that includes a program for salvage, preparation and curation of recovered fossils, potential impacts to undiscovered paleontological resources would be reduced to a less than significant level

Mitigation Measures:

GEO-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 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.

HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Less Than Significant Impact. Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction equipment and/or materials (i.e., oil, diesel fuel, and transmission fluids). These activities would be short-term in nature, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. Compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner. Therefore, impacts concerning the routine transport, use, or disposal of hazardous materials during Project construction would be less than significant.

The proposed Project would involve typical activities associated with gas and diesel fueling stations, convenience stores, and restaurants, which would include diesel and gasoline fuels to be stored and dispensed on-site and the use of commercially available cleaning products and the occasional use of pesticides and herbicides for landscape maintenance. There is a risk of release of these materials into the environment if they are not stored and handled in accordance with best management practices. Hazardous materials would be required to be stored, used, and disposed of in compliance with local, state, and federal regulations. Additionally, the Project would involve the transport of hazardous materials to the site associated with the proposed travel center's fueling operations. The transport of fuel and tank filling operations would be conducted in compliance with applicable federal and State regulatory requirements that regulate the transportation of hazardous materials. Consistency with local, State, and federal regulations related to the transport, storage, use, and disposal of hazardous materials would



ensure that the potential risk associated with the routine transport, use, emission or disposal of hazardous materials would be minimized to the extent practical and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- 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?**

Less Than Significant Impact. A Phase I ESA conducted as part of the Initial Study did not identify any recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), historical recognized environmental conditions (HRECs), and/or *de minimis* conditions relative to the proposed Project site and surrounding area with the potential to impact the site. Thus, development of the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Mitigation Measures: No mitigation measures are required.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. The Project site is not located within 0.25-mile of an existing or proposed school. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- 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?**

No Impact. The Project site was not identified as being listed on any regulatory databases reviewed as part of the Phase I ESA. Additionally, a search of databases that comprise the Cortese List indicates the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the Project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. No impact would occur.

Mitigation Measures: No mitigation measures are required.

- 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?**

Less Than Significant Impact. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport. Thus, the Project would not result in a safety hazard or excessive noise associated with Perris Valley Airport.



March Air Reserve Base/Inland Port Airport (March ARB/IPA) is located approximately 10 miles northwest of the Project site. The Project site is located within the MARB/IPA Land Use Compatibility Plan (ALUCP) area. According to the MARB/IPA ALUCP, the Project site is located within Compatibility Zone D, Flight Corridor Buffer. The City of Perris has 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 55 dBA CNEL contour. The proposed Project does not include habitable structures or noise sensitive receptors. As such, the Project would not result in a safety hazard or excessive noise for people working on the Project site. Potential impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. 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 an emergency response plan or emergency evacuation plan. Additionally, the Project would be required to comply with all applicable Building and Fire Code requirements, including access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, and access walkways, and would submit construction plans to the Riverside County Fire Department (RCFD) for review and approval prior to issuance of any building permit. Approval by the RCFD would ensure that construction and operation of the proposed travel center would not impair implementation of or physically interfere with the City's Emergency Operations Plan (EOP) or emergency evacuation plan and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less Than Significant Impact. According to the City's General Plan and the California Department of Forestry and Fire Protection (CalFire) Fire Hazard Severity Zone Maps, the Project site is not located within a Very High Fire Hazard Severity Zone. Therefore, potential impacts related to exposure of people or structure to wildland fire hazards would not occur.

Mitigation Measures: No mitigation measures are required.



HYDROLOGY AND WATER QUALITY

Would the Project:

- a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Less Than Significant Impact. Potential construction-related water quality impacts would be addressed through compliance with Perris Municipal Code Section 14.22, *Stormwater/Urban Runoff Management and Discharge Control*, which establishes the regulations for control of excavation, grading, and earthwork construction for the control of grading site runoff, including erosion, sediments and construction related pollutants, and the National Pollutant Discharge Elimination System (NPDES) program's Construction General Permit. The Project Applicant would be required to prepare and submit a SWPPP to the SWRCB demonstrating compliance with the General Permit. Mandatory compliance with the Perris Municipal Code, Construction General Permit, and SWPPP would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements during construction activities. Therefore, potential water quality impacts associated with construction activities would be less than significant.

A Preliminary WQMP was prepared for the Project; refer to Appendix XX. As indicated in the Preliminary WQMP, the proposed Project includes BMPs to protect water quality associated with Project operations, including an on-site bioretention system. The proposed on-site stormwater drainage facilities and water quality measures would ensure the proposed Project would not impact water quality. As part of the permit review and approval process, the City of Perris Public Works Department would review the proposed drainage improvements and water quality measures, including the final WQMP, to ensure the proposed measures are in compliance with the City storm drain and water quality requirements. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; potential impacts would be less than significant

Mitigation Measures: No mitigation measures are required.

- b) ***Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Less Than Significant Impact. Refer to Response 8.15(b) for a discussion concerning the Project's water supplies/demand, including groundwater.

The Project site is located within the San Jacinto Groundwater Basin. The San Jacinto Basin is partially adjudicated; the Project site lies within the West San Jacinto Groundwater Sustainability Agency (West San Jacinto GSA) Area, which remains unadjudicated. The Groundwater Sustainability Plan provides for ongoing, long-term, sustainable management of the groundwater resources within the West San Jacinto GSA Area.

As indicated in the Preliminary WQMP, infiltration at the Project site is limited under existing conditions. As a result, the Project design proposes to convey runoff from the proposed travel center site by a proposed storm drain system into a proposed bioretention basin west of the Project site. Infiltration could still occur within landscaped areas; the proposed development would result in approximately 33 percent



pervious area. Thus, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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:

- 1) Result in substantial erosion or siltation on- or off-site?**
- 2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**
- 3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- 4) Impede or redirect flood flows?**

Less Than Significant Impact. Refer to Response 8.8(a) regarding potential impacts involving erosion and water quality.

The 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. On-site flows would predominately be intercepted by four proposed grated inlets with filter inserts, which will screen trash prior to entering the bio-retention system. The bio-retention basin is proposed for stormwater quality treatment and mitigation of flows. The volume of storage provided in the basin along with the size of the outflow riser structure is intended to restrict peak flows in the proposed condition to levels equal to or less than existing flows. Thus, the Project would not substantially alter the existing drainage pattern of the site resulting in an increase in the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. As indicated in the Preliminary Hydrology Report, per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project site is located within Zone X, defined as areas determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project site is not located within a flood hazard area. Due to the Project site's inland location, tsunamis do not pose hazards to the Project site. While the Project site is within the dam inundation zone for the Perris Dam, seiches do not pose hazards due to the seismic retrofits of the Perris Dam and lack of other nearby bodies of standing water. Therefore, the proposed Project would not result in impacts associated with the release of pollutants due to project inundation from flood, tsunami, or seiche. Potential impacts would be less than significant in this regard

Mitigation Measures: No mitigation measures are required.



e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. Refer to Responses 8.8(a) and 8.8(b). In addition to complying with the SWPPP during Project construction activities, the Project design proposes on-site drainage improvements that include water quality measures to ensure the proposed travel center operations would not impact water quality. On-site flows would predominately be intercepted by four proposed grated inlets with filter inserts which would screen trash prior to entering the bio-retention basin. The bioretention basin would provide stormwater quality treatment and stormwater mitigation. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

LAND USE AND PLANNING

Would the Project:

a) Physically divide an established community?

No Impact. The approximately 14-acre Project site is currently undeveloped. The surrounding area is comprised of a mix of developed and undeveloped land. The Project would not involve any roadways or significant infrastructure systems that would physically divide the site or separate the site from surrounding uses. Project implementation would not result in residential uses being removed or divided. The proposed use would be consistent with the General Plan Land Use designation of Community Commercial. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact. The proposed Project would be consistent with the City's General Plan land use designation and no amendments to the General Plan land use map would be required. Additionally, the Project would be consistent with the policies of the Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the proposed Project. Thus, the proposed Project would not 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 and impacts would be less than significant

Mitigation Measures: No mitigation measures are required.



MINERAL RESOURCES

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?***

No Impact. According to the Perris General Plan EIR, the City of Perris and its Sphere of Influence are designated Mineral Resource Zone (MRZ) 3 and MRZ 4, which are not defined as significant resource areas. In addition, the General Plan EIR states that no areas within the City are designated for mineral resources extraction. Development of the site with a travel center, as proposed, would not result in the loss of availability of a known mineral resource considered of value to the region. No impact to mineral resources would occur.

Mitigation Measures: No mitigation measures are required.

POPULATION AND HOUSING

Would the Project:

- a) ***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less Than Significant Impact. The Project would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure. Development of the site with the proposed commercial use would be consistent with the General Plan land use designation and zoning for the site. Further, the Project site and surrounding area are currently served by adjacent roadways and utility infrastructure is located within the area for extension to the Project site. The proposed travel center is anticipated to have a total of 70 employees. Employment growth associated with the Project could result in population growth within the City and vicinity, as employees (and their families) may choose to relocate to the area. Conservatively assuming all 70 new employees (and their families) relocate to Perris, Project implementation could result in a potential population increase of approximately 287 persons based on an average household size of 4.1 persons per the California Department of Finance's 2022 population and housing estimate. The Project would be within the population projections anticipated and planned for by the General Plan and the Southern California Association of Government's 2020-2045 RTP/SCS demographics forecasts and would not induce substantial unplanned population growth in the area; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently undeveloped 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.

Mitigation Measures: No mitigation measures are required.

PUBLIC SERVICES

Would the Project:

a) 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:

1) Fire protection?

Less Than Significant Impact. The City contracts with the Riverside County Fire Department to provide fire protection and emergency medical services to the City. The introduction of the proposed travel center to the site could increase the demand for fire protection and emergency medical services to the site when compared to existing conditions. However, Project implementation is not expected to result in the need for new or physically altered fire protection facilities in order to maintain response times. Development of the site with commercial uses has been anticipated by the General Plan. In compliance with Perris Municipal Code Section 19.68.020, *Development Impact Fees*, the Project would be required to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including fire facilities, necessary to serve new development within the City. Payment of the development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for fire protection services. The proposed development would be required to comply with all applicable City, County, and State codes and ordinance requirements for fire protection, which would further reduce potential impacts concerning fire protection services. The Project would not require the need for new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. Police protection services in the City are provided by contract with the Riverside County Sheriff's Department. The introduction of the proposed travel center to the site could increase the demand for police services to the site when compared to existing conditions. However, Project implementation is not expected to result in the need for new or physically altered police protection facilities in order to maintain response times. Development of the site with commercial uses has been anticipated by the General Plan. The Project would be required to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including police protection



facilities, necessary to serve new development within the City. Payment of the development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for police protection services. Further, as part of the development review process, Riverside County Sheriff's Department would review the Project and provide comments regarding risks to security and ways to minimize those risks. The Project would not require the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The Project proposes the development of a travel center, which would not directly generate new students to the local school districts. The Project Applicant would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50) and demonstrate proof of payment to the City. Pursuant to Government Code §65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts. As such, impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

No Impact. The Project site is currently undeveloped 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. 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 impacts to parks would occur.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Implementation of the proposed Project would not result in direct population growth that would significantly increase the use of libraries or other public facilities resulting in the need for new or physically altered public facilities that could result in substantial adverse physical impacts. The Project would also be required to adhere to the Perris Municipal Code Section 19.68.020, *Development Impact Fees*, which implements a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the City. Potential impacts to public facilities would be considered less than significant.

Mitigation Measures: No mitigation measures are required.



RECREATION

- 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?***

Less Than Significant Impact. The Project proposes the development of a travel center. The Project would not result in direct substantial population growth or significant indirect population growth resulting in the need for new or physically altered recreational facilities to adequately serve the community. The proposed Project is consistent with the General Plan land use designation and zoning for the site and development of the Project site with commercial uses has been anticipated by the General Plan. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- 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?***

Less Than Significant Impact. Refer to Response 8.12(a)(4). The Project proposes the development of a travel center that does not include recreational facilities or require the construction or expansion of recreational facilities; no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

TRIBAL CULTURAL RESOURCES

- 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:***

- 1) ***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)?***
- 2) ***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.***

Less Than Significant With Mitigation Incorporated. In compliance with AB 52, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52. With implementation of mitigation measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



UTILITIES AND SERVICE SYSTEMS

Would the Project:

- a) ***Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less Than Significant Impact.

Water

The Project site is located within the EMWD service area. The Project site is currently undeveloped and does not generate water demand. The Project Applicant would install a new water service line on-site to serve the proposed development, which would connect to existing water lines within Trumble and Ethanac Roads. The potential environmental effects associated with construction and operation of the Project, including the proposed water lines to serve the development are analyzed within the Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of water facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 8.15(b) regarding water supply.

Wastewater and Wastewater Treatment

Wastewater collection services within most of the City, including the Project site, are provided by the EMWD. The Project site is undeveloped and does not currently generate wastewater requiring treatment. Development of the travel center would require installation of a new sewer line within the Project site, which would connect to the existing sewer line within Trumble Road. The potential environmental effects associated with construction and operation of the Project, including the proposed sewer line to serve the development are analyzed within the Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of wastewater facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 8.8(c) regarding wastewater treatment.

Stormwater Drainage

The Project would include on-site stormwater drainage facilities, including a bioretention basin. The potential environmental effects associated with construction and operation of the Project, including the proposed drainage facilities are analyzed within the Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 8.8(c) regarding drainage patterns and the Project's proposed hydrology and drainage.



Electricity, Natural Gas, and Telecommunications

The Project would receive electrical service from SCE and natural gas service from the Southern California Gas Company (SoCalGas). Telecommunication services are provided by a variety of companies including AT&T, DirecTV, Spectrum, and Verizon, and are typically selected by the individual customer. Transmission lines/infrastructure for these services are provided within the Project area. The Project Applicant would install new underground electric lines, telephone lines, and natural gas lines from the proposed travel center and shop buildings and connect to facilities within Ethanac Road. The potential environmental effects associated with the proposed travel center's energy demand are analyzed within the Initial Study and impacts have been determined to be less than significant. The proposed Project would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less Than Significant Impact. The Project site is located within the Eastern Municipal Water District (EMWD) service area and would connect to existing EMWD water facilities to serve the proposed travel center. The EMWD's 2020 Urban Water Management Plan (UWMP) show that the EMWD anticipates sufficient supply capabilities to meet the expected demands through 2045 under normal, historic single-dry, and historic multiple-dry year conditions. Therefore, it is anticipated that existing supplies in combination with identified future and potential water supply opportunities will enable the EMWD to meet all future water demands under all hydrologic conditions through the end of the planning period. The Project would be within the population projections anticipated and planned for by the General Plan and would not increase growth beyond what was anticipated in the UWMP. Sufficient water supplies would be available to serve the proposed Project and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?*

Less Than Significant Impact. Wastewater collection services within most of the City, including the Project site, are provided by the EMWD. Wastewater generated by the proposed Project would be conveyed to the Perris Valley Regional Water Reclamation Facility (PVRWRF) for treatment. The PVRWRF has a current treatment capacity of 22 million gallons per day (mgd) of wastewater, with an ultimate capacity to treat 100 mgd, and has a current flow of 15.5 mgd as of 2021. The Project would be within the population projections anticipated and planned for by the General Plan and SCAG. Additionally, the City charges wastewater connection and service fees on behalf of the EMWD to collect revenue to fund shared costs for necessary infrastructure and infrastructure maintenance. Sufficient treatment capacity would be available to serve the proposed travel center and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



- 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?**

Less Than Significant Impact. The Project would generate solid waste requiring collection and disposal at landfill facilities. The 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 travel center could be accommodated at the El Sobrante Landfill and the Badlands Sanitary Landfill. The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939. Thus, the proposed Project would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

- a) **Substantially 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 or 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?**

Less Than Significant Impact. The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, the proposed Project would not result in potential impacts associated with wildfire.

Mitigation Measures: No mitigation measures are required.



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