CEQA Initial Study/Mitigated Negative Declaration No. 2407

For DPR 24-00001 and CUP 24-05060

City of Perris
101 North D Street
Perris, CA 92570

November 2025

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CEQA Initial Study/Mitigated Negative Declaration No. 2407 Mazooneh LP DPR 24-00001 and CUP 24-05060

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570

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List of Acronyms and Abbreviations

AB	Assembly Bill
ADT	Average Daily Trip
AICUZ	Air Installation Compatible Use Zone
ALUCP	Airport Land Use Compatibility Plan
APZ	Accident Potential Zone
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BMP	Best Management Practice
Cal Fire	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model®
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
City	City of Perris
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CUP	Conditional Use Permit
dB	Decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DTSC	California Department of Toxic Substances Control
DTSP	Downtown Specific Plan
DWQ	Division of Water Quality
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EP	Employment Plaza
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
FWS	Fish and Wildlife Service
GHG	Greenhouse Gas
GI	General Industrial
HVAC	Heating, Ventilation, and Air Conditioning
lb	Pounds
LST	Localized Significance Thresholds
MND	Mitigated Negative Declaration

MRZ-3	Mineral Resource Zone 3
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Ton
MWD	Metropolitan Water District
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NO_x	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
ORD	Ordinance
PRIMP	Paleontological Resource Impact Mitigation Program
PM_{10}	Respirable Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PWQMP	Preliminary Water Quality Management Plan
ROG	Reactive Organic Gas
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SO_x	Oxides of Sulfur
SWPPP	Storm Water Pollution Prevention Plan
TIA	Transportation Impact Analysis
TUMF	Transportation Uniform Mitigation Fees
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan

CEQA Initial Study/Mitigated Negative Declaration, Mazooneh LP

1.0 INTRODUCTION

1.1 Purpose of the Initial Study

This document is an Initial Study and Mitigated Negative Declaration (Initial Study/MND) prepared in accordance with the provisions of the California Environmental Quality Act (CEQA), as set forth in the California Public Resources Code Sections 21000 to 21174. In accordance with the California Code of Regulations Title 14 Section 15002(a) Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the basic purposes of CEQA are to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects through the use of mitigation measures or alternatives to the project, and disclose to the public the reasons why a government agency approved the project if significant environmental effects are involved.

An Initial Study for a project subject to CEQA is prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed Mazooneh LP project (proposed Project) (CEQA Guidelines Section 15063). This Initial Study/MND informs the City of Perris (City) decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the proposed Project, as defined in CEQA Guidelines Section 15382. As such, this document's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service, and infrastructure requirements, as well as other local and regional environmental considerations (Public Resources Code Section 21003.1);
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time [CEQA Guidelines Section 15004(b)(3)]; and
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City of Perris and the Project applicant to future measures containing performance standards, which ensures their adequacy when detailed development plans and applications are submitted (CEQA Guidelines Section 15126.4).

1.2 CEQA Review Process

The proposed project site is within the Downtown area of the City of Perris. The Downtown Perris Specific Plan (DTSP) was adopted by the City of Perris City Council on January 10, 2012 (Ordinance No. 1283). Environmental impacts resulting from implementation of allowed development under the DTSP have been evaluated in the Perris Downtown Specific Plan Environmental Impact Report (DTSP EIR) (State Clearinghouse No. 2010031028), which was certified by the City of Perris in January 2012. The DTSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the Downtown area was anticipated. As stated in Section 15168(d)(3) of the CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before". As such, the environmental analysis for the proposed Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the DTSP EIR, when applicable, and the DTSP EIR is incorporated by reference.

The DTSP EIR analyzed the direct and indirect impacts resulting from implementation of the allowed development under the DTSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the DTSP EIR. In conjunction with certification of the DTSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program. Additionally, the DTSP includes Design Standards and Guidelines to be applied to future development projects within the Downtown area. The City of Perris requires that future development projects within the Downtown area comply with the required DTSP Standards and Guidelines and applicable DTSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program, and that these requirements are implemented in a timely manner. DTSP EIR mitigation measures that are applicable to the proposed Project are listed in the analysis for each topical issue in this Initial Study and are assumed in the analysis presented.

Approval of the Project is considered a public agency discretionary action and is subject to CEQA, the CEQA Guidelines (California Code of Regulations Section 15000 et. seq.), and the regulations and policies of the City of Perris, CA. The City of Perris is the Lead Agency for the Project. This CEQA Initial Study/MND has been prepared in compliance with the relevant provisions of CEQA and the CEQA Guidelines, as implemented by the City of Perris.

CEQA requires that project proponents disclose the potentially significant impacts to the environment from proposed development projects. The intent of CEQA is to foster good planning and to consider environmental issues during the planning process. The City of Perris Planning Division prepared Preliminary Review 21-05298, dated January 25, 2022, which required the preparation of an Initial Study. In addition, the City stated the following required technical studies: Air Quality, Phase I Environmental, Biology, Cultural and Paleontology, and Drainage/Hydrology. The purpose of the Initial Study is to determine the extent of the environmental review necessary for disclosure of the potential environmental consequences of implementing the Project to decision-makers and the public. Based on the evaluation of the Project design, this Initial Study shows that the construction and operation of the Project would not result in significant impacts on the environment. This Initial Study, which forms the basis for an MND, is intended as an informational document that will ultimately be required as part of the Conditional Use Permit (CUP) application to the City.

The public, including City residents and other local and State resource agencies, will be given the opportunity to review and comment on the CEQA Initial Study/MND document during a 30-day public review period. Comments received during the review period would be considered prior to adoption of the Initial Study/MND and project approval.

1.3 CEQA Lead Agency and Project Contact Information

Information for the CEQA Lead Agency, including Contact Person and phone number, are presented in Table 1-1.

Table 1-1: Lead Agency Information

Lead Agency	City of Perris 101 North D Street, Perris, CA 92570-2200
Contact Person, E-mail, and Phone Number	Mathew Evans City of Perris Planning Division 135 North D Street, Perris, CA 92570 mevans@CityofPerris.org (951) 943-5003, Ext. 115

Information for the Project Sponsor are presented in Table 1-2.

Table 1-2: Project Sponsor Information

Project Sponsor	Corinne Mostad Director of Land Development Alabbasi Construction & Engineering 764 Ramona Expressway, Suite C Perris, CA 92571
E-mail, Phone Number, and Mobile Number	Corinne@Alabbasi.biz (951) 436-5155 (951) 483-0648

2.0 ENVIRONMENTAL SETTING

2.1 Project Location and Site Plan

The Project site consists of 10.64 acres gross area (8.34 acres net) located at the northeast corner of East Ellis Avenue and Goetz Road, in the City of Perris in Riverside County, California. The site is identified by assessor's parcel numbers APN 310-150-012 and APN 310-160-070. Regional access to the site is available using Interstate 215 and California State Route (SR) 74. Figure 2-1 provides an overview of the Project vicinity.

Figure 2-1: Project Vicinity

2.2 Existing Site and Surrounding Land Uses

The Project site is flat and contains sparse vegetation without any landscaped areas. The western portion of the Project site is currently used as a staging yard, storing materials and off-road industrial equipment.

The Project site is bounded by Ellis Avenue directly to the south, Goetz Road directly to the west, and Case Road, directly to the northeast. Perris Valley Airport is located across Ellis Avenue to the south. Perris Valley Airport is a small, private airport used primarily for recreational purposes, such as skydiving and ballooning. The Hunt Club Apartments are located across Goetz Road to the west, and a combination of vacant and industrial parcels are located across Case Road to the north and east. According to Exhibit 1, Perris Valley Airport Influence Area, of the City of Perris General Plan Safety Element, the Project site is within the Perris Valley Airport Influence Area. The Project site is also located within the March Air Reserve Base/Inland Port Airport (March ARB/IPA) Influence Area.

Subject to City of Perris General Plan Safety Element Implementation Measure I.D.3, the potential impact associated with risks to persons and properties as a result of development in Perris Valley

Interim Influence Area 1 shall be subject to prior determination, in consultation with the Airport Land Use Compatibility Plan (ALUCP), and subsequent adoption of appropriate use and development restrictions necessary to minimize the potential for loss of life and property.

The City of Perris General Plan Land Use Map designates the Project site as DT SP - Downtown Specific Plan. The DTSP establishes the zoning for the properties within the downtown area of the City of Perris. The DTSP zoning designation for the Project site is EP - Employment Plaza. The DTSP designates the land immediately surrounding the Project site as Neighborhood to the west, and EP to the north and east. The area to the south of Ellis Avenue is not located within the DTSP area. The City of Perris General Plan Land Use designation for the Perris Valley Airport property is Light Industrial with the runway designated as Public. Within the vicinity of the Project site, there is land designated as General Industrial (GI), Commercial Community (CC), varied density residential, “Village Walk District”, and an area covered by the New Perris Specific Plan.

The DTSP states EP Character Areas are intended to provide an employment center, with new and existing one- to three-story commercial or light industrial uses. Large lot parcels would be encouraged to incorporate campus designs, with ample employee amenities and parking towards the center or to the rear. In addition, the entire Project site is located within Compatibility Zone B1 of Perris Valley Airport and Compatibility Zone E of March ARB/IPA.

Proximities to surrounding land uses are as follows:

- Mercado Park, the nearest public recreational area, is located approximately 1,550 feet northwest;
- SIATech Perris Independent Study High School, the nearest school, is located approximately 0.4 mile from the Project site; and
- The Hunt Club Apartments, the nearest residences, are located approximately 350 feet to the west.

3.0 PROJECT DESCRIPTION

3.1 Project Features

Alabbasi Construction & Engineering, LLC (Alabbasi) proposes to develop the “Mazooneh LP” Project on a 10.64-acre site (8.34 acres net) consisting of the following primary elements:

- 4,328-square-foot convenience store;
- 1,667-square-foot fast food restaurant with drive-through;
- 1,625-square-foot car wash;
- 96 parking spaces with 3 ADA van spaces;
- 966-square-foot diesel fueling station canopy and 5,184-square-foot gasoline fueling station canopy;
- 16 gasoline fueling stations and four diesel fueling spaces;
- 77,234 square feet of landscaping;
- 96,343-square-foot self-storage facility;

- Ellis Avenue along the Project frontage is to be improved to provide 4,600 square feet of 8-inch curb and gutter, sidewalk and asphalt pavement except for a portion at the intersection of Case and Ellis, which was recently improved with Portland Cement Concrete;
- Case Road along the Project frontage is to be improved to provide 5,100 square feet of 8-inch curb and gutter, sidewalk, and asphalt pavement except for a portion at the intersection of case and Ellis;
- The traffic signals at the intersections of Case Road/Goetz Road, Case Road/G Street, and Case Road/Ellis Avenue shall be modified and fully operational to accommodate the roadway widening of Case Road and Ellis Avenue;
- A bicycle rack will be installed near the western façade of the convenience store; and
- The Project includes on-site private drainage facilities, two separate water quality bioretention basins, one for each land use type: self-storage and fueling station. The northwesterly portion of the site is designed to overflow and drain through a parkway drain into case Road. The rest of the site drains to the southeast and overflows directly into the existing underground storm drain system on Ellis Avenue.

Access to the proposed convenience store and car wash would be separated from the storage buildings. Site access to the convenience store and car wash would be provided from individual driveways along Case Road and Goetz Road while access to the storage buildings would occur at driveways at East Elis Avenue and another driveway at Goetz Road.

Water and sewer would be serviced by the Eastern Municipal Water District. Phone services would be provided by either Verizon or Sunesys. Electricity would be supplied by Moreno Valley Electric. SoCal Gas would provide natural gas to the Project site.

Figure 2-2 shows the proposed site plan.

The Project site also includes an adjacent 2.57 acres of potential offsite impact area within which the impacts would occur is comprised of Assessor's Parcel Numbers (APNs) 310-150-012 and 310-160-070, and Right-of-Ways. While the Project site extends north of Ellis Avenue, east of Goetz Road, and west of Case Road, the offsite impact area extends to the center line of the adjacent roads including Ellis Avenue, Goetz Road and Case Road.

Figure 2-1A: Proposed Site Plan

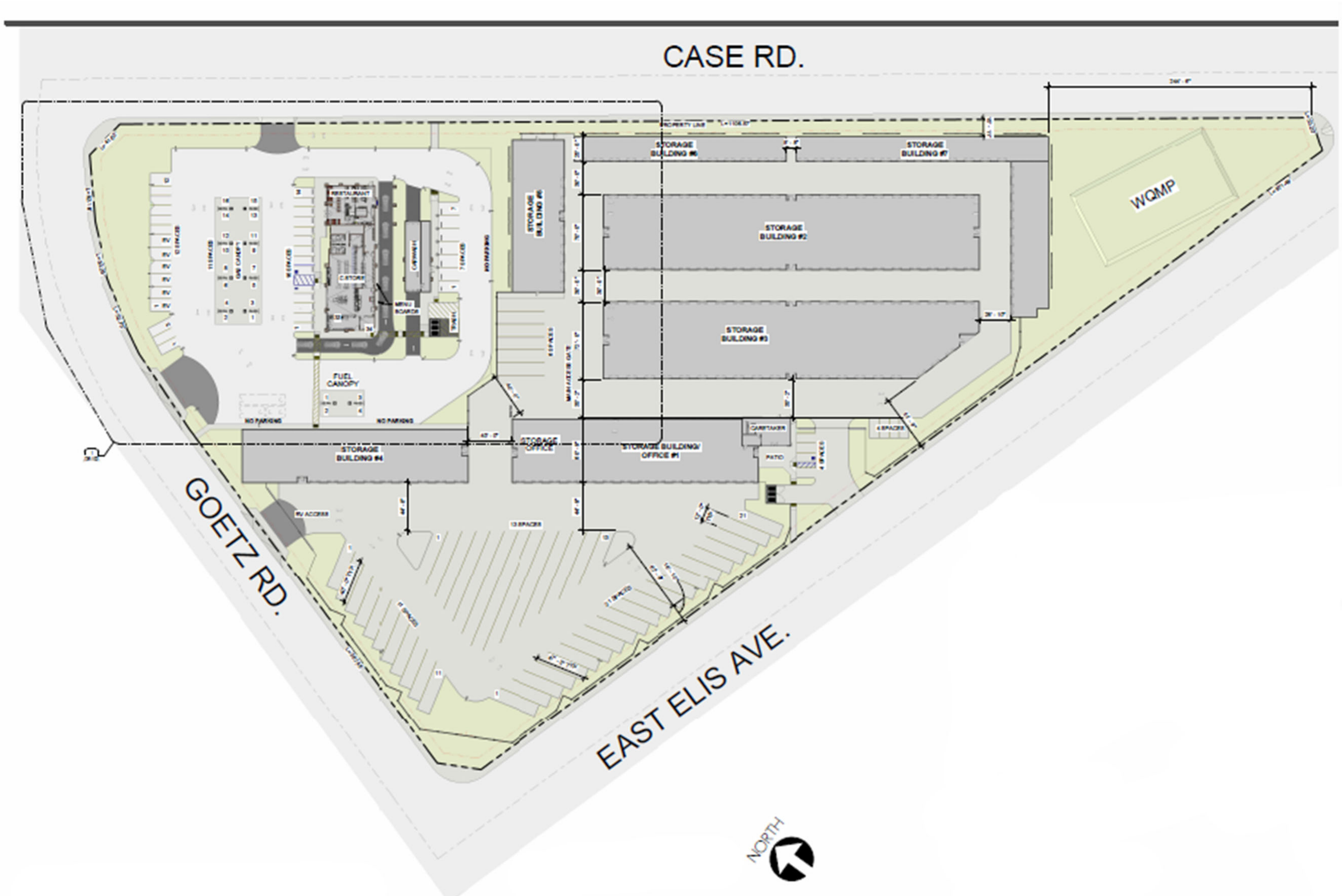
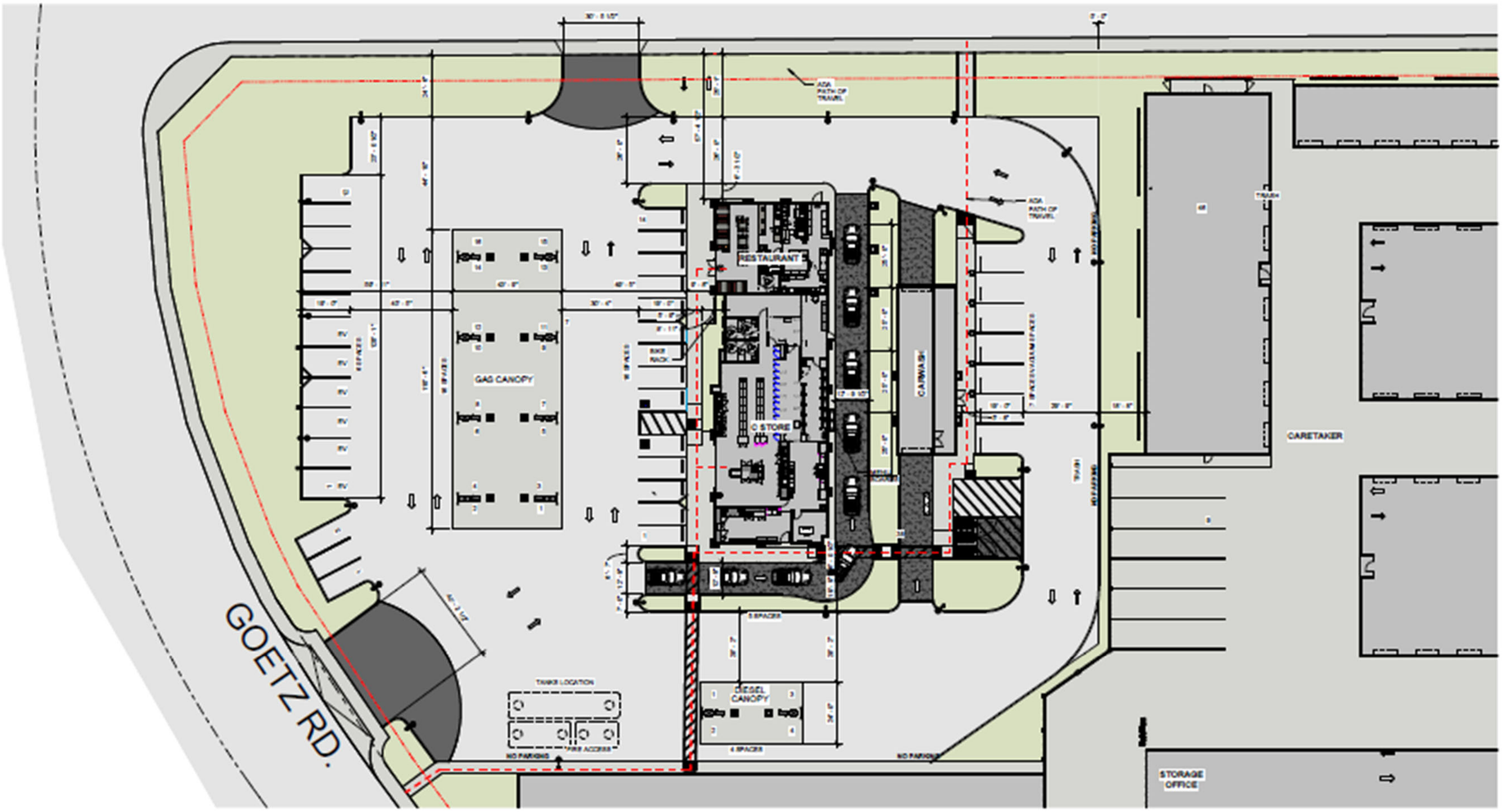


Figure 2-2B: Enlarged Convenience Store



3.2 Construction

The Project is expected to require up to approximately 14 months of planned work activities (i.e., from mobilization to substantial completion), as detailed in Table 3-1, comprising five construction phases.

All proposed construction activities for the Project would take place within the City's acceptable hours (i.e., weekdays from 7:00 a.m. to 7:00 p.m.).

Table 3-1: Anticipated Construction Schedule

Construction Phase	Working Days
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coating	20

In compliance with South Coast Air Quality Management District (AQMD) rules and requirements, during construction exposed soil would be watered three times daily and paved site access roads will be swept as construction Best Management Practices (BMPs).

3.3 Discretionary Approvals

The City of Perris is the Lead Agency and has sole discretion for the approval of the Project. This Project would require the following approval from the City of Perris:

- Adoption of the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;
- Parcel Merger Map to conduct a lot line adjustment so that each Project type is on its own independent parcel;
- Development Plan Review DPR 24-00001 to facilitate the construction of a 149,080-square-foot self-storage facility including 2,400 square feet of office/caretakers quarters;
- Conditional Use Permit CUP 24-05060 for the development a gasoline fueling station with a 5,184-square-foot canopy, which has 16 gasoline fueling stations. Four diesel fueling spaces will be covered by a 966-square foot diesel canopy;
- Conditional Use Permit for alcohol sales (off-site consumption); and

Other agencies whose approval is required include the following:

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

3.4 Native American Consultation

This Project also requires consultation related to tribal cultural resources as follows:

- Approved in 2014, Assembly Bill (AB) 52 establishes a formal consultation process for California Native American tribes to identify potential significant impacts to tribal cultural resources, as defined in PRC section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the Project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

In compliance with AB 52, a notice was provided to applicable tribes, as identified by the California Native American Heritage Commission, that a CEQA Initial Study was being prepared and the City solicited requests for consultation. Of the tribes that were notified, only the Pechanga Band of Indians and Soboba Band of Luiseño Indians responded that they wished to engage in tribal consultation. Separate Zoom meetings were scheduled between the City and each tribe. The Soboba representatives did not show up to the scheduled meeting. After the meeting time had lapsed, the City informed the Soboba Band that it wished to conclude tribal consultation. There was no additional response from the Soboba Band. The City did meet with representatives of the Pechanga Band of Indians, who requested a landscape plan that identified potential sites for reburial of any cultural resources found during the Project site grading process. The Project applicant provided location on a landscape plan that was forwarded to the Pechanga Band. No further response has been received from the Pechanga Band and the City has asked to conclude tribal consultation.

4.0 ENVIRONMENTAL CHECKLIST

The CEQA environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed Project. No topical areas on the checklist were found to have mitigated impacts exceeding applicable thresholds of significance.

4.1 Environmental Factors Potentially Affected

The following environmental resource areas have been assessed to determine their potential to be adversely affected by the proposed Project. As indicated by the checklists on the following pages, environmental topics marked with a "✓" may be adversely affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact." An explanation relative to the determination of impacts can be found following the checklist questions for each resource area.

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

4.2 Determination

On the basis of this initial evaluation:

☐ I find the proposed Project **COULD NOT** have a significant effect on the environment, and that a **NEGATIVE DECLARATION** has been prepared.

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

☐ I find that the proposed Project MAY have a significant effect(s) on the environment, and an **ENVIRONMENTAL IMPACT REPORT (EIR)** is required.

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

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

Signature: ____________________________________ **Date:** _______________________

Mathew Evans
Project Planner

4.3 Evaluation of Environmental Impacts

This section provides a discussion of the potential environmental impacts of the proposed Project. The evaluation of environmental impacts follows the questions provided in the CEQA Guidelines Appendix G Checklist.

1. A brief explanation is required for all answers, except "No Impact" answers, that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration, Section 15063(c)(3)(d). In this case, a brief discussion should identify the following:
    - Earlier Analysis Used: Identify and state where they are available for review.
    - Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document, pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures, based on the earlier analysis.
    - Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document, as well as the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significant.

4.3.1 Aesthetics

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) In nonurbanized 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?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

Environmental Determination:

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if the proposed Project has a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. According to the City of Perris General Plan Environmental Impact Report (General Plan EIR)[1], the western, eastern, and northern City views of the surrounding foothills and views north to

[1] https://www.cityofperris.org/PerrisGeneralPlanEnvironmentalImpactReport.

the San Bernardino Mountains are significant vistas. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The Project vicinity is comprised of mostly airport, commercial uses, residential uses, and vacant land. The proposed convenience store, restaurant, storage units, car wash, and gasoline fueling station would be consistent with the scale of structures and would be consistent with the land uses found in this area. Additionally, the Project site is not located within or along a designated scenic highway, corridor, or parkway. The Project would not substantially block any scenic vistas. Thus, any potential impact on a scenic vista would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A significant impact would occur if the proposed Project would substantially damage scenic resources within a State Scenic Highway. The Project site is approximately 1.3 miles from SR-74, which is an eligible State Scenic Highway (Caltrans 2020a). The Project Area is vacant land with seasonal grasses, boulders, rocks, and rock outcrops. The rock outcrops within the Project Area are relatively low profile and do not contain any unique scenic qualities. No trees are located within the Project Area and there are no historic buildings in the Project Area. Therefore, no impact would occur.

c) In nonurbanized 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?

No Impact. A significant impact would occur if the Project would conflict with applicable zoning and other regulations governing scenic quality. According to CEQA Section 21071(a)), an urbanized area is an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in July 2023 the City of Perris' population was approximately 80,603, the population of Moreno Valley, the contiguous city to the north, was 212,392, and the population of Menifee, the contiguous city to the south, was 113,433; therefore, the Project site is within an urbanized area. The Project would comply with all applicable policies of the City of Perris governing scenic quality. Thus, no impact would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant with Mitigation Incorporated. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The proposed Project involves the construction and operation of a new convenience store, fast food restaurant with drive-through, fueling station, carwash, and storage units. The Project site is currently primarily vacant and undeveloped. The Project site does not currently have existing lighting sources. However, due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior and exterior building illumination. In addition, due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include streetlights, vehicle headlights, and interior and exterior building illumination. Therefore, operational impacts would be less than significant. Additionally, mandatory compliance with the City of Perris Municipal Code requirements would ensure that the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views or expose residential properties to unacceptable light levels. Therefore, operation of the proposed Project would not generate substantial sources of glare and operational impacts would be less than significant.

During Project construction, nighttime lighting may be used within the Project site to provide security for Project structures and construction equipment. Such security lights may result in nighttime glare to motorists on the adjacent roadways. However, this potential impact would be reduced to a less than significant level through the City’s standard project review and approval process and with implementation of mitigation measure MM-AES-1.

Mitigation Measures:

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

4.3.2 Agriculture and Forestry Resources

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

Environmental Determination:

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 California Department of Conservation, California Important Farmland Finder, identifies the Project site as "Farmland of Local Importance" (DOC 2016). As stated on the map legend, Farmland of Local Importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. No portion of the Project site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. As such, no impact would occur.

b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The Project site is located within the jurisdiction of the City of Perris and is subject to the City's applicable land use and zoning requirements. The DTSP zoning designation for the Project site is EP – Employment Plaza. As such, the Project site is not zoned for agricultural production. In addition, no Williamson Act Contracts are in effect for the Project site. Therefore, no impact would occur.

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. Public Resources Code Section 12220(g) defines "forest land" as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. According to Public Resources Code Section 4526, "timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Based on these definitions, no forest land or timberland occurs within or adjacent to the City of Perris. Further, there is no land zoned as forest land or timberland within the City of Perris. As such, no impact would occur.

d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

No Impact. As discussed above, no forest land occurs within or adjacent to the City of Perris and there is no land zoned as forest land within Perris. As such, no impact would occur.

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. Neither the Project site, nor nearby properties, are currently utilized for agriculture or forestry uses. The Project site is not classified in any "Farmland" category designated by the State of California. As such, no impact would occur.

Mitigation Measures:

None required.

4.3.3 Air Quality

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b) 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?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

Introduction:

Estimated construction and operational impacts are evaluated against quantitative criteria established by the South Coast Air Quality Management District (AQMD). These criteria are relied upon to make significance determinations based on mass emissions of criteria pollutants. Appendix A contains the Air Quality, LST, HRA, and Greenhouse Gas Study, dated August 15, 2025. By preparing the Air Quality, LST, HRA, and Greenhouse Gas Study, the proposed Project has complied with DTSP EIR mitigation measures AQ-8 and AQ-12.

Environmental Determination:

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

<u>Less Than Significant Impact.</u> The Project site is located in the South Coast Air Basin, comprising all of Orange County and the non-desert regions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast AQMD is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. The South Coast AQMD prepared the 2022 Air Quality Management Plan (AQMP) to lead the South Coast Air Basin into compliance with several criteria pollutant standards and other federal requirements. The 2022 AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. It relies on emissions forecasts based on demographic and economic growth projections provided by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency 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 is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies." With regard to future growth, SCAG has prepared the Connect SoCal – the Regional Transportation Plan/Sustainable Communities Strategy, which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in Connect SoCal are based in part on projections originating under County and City General Plans. The growth projections from Connect SoCal 2020 were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2022 AQMP.

Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment. The South Coast AQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess whether the Project would directly obstruct implementation of the plan, and whether it is consistent with the demographic and economic assumptions (typically land use-related, such as resultant employment or residential units), upon which the plan is based.

A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The land use designation of the Project site is DT SP – Downtown Specific Plan and the DTSP zoning designation for the Project site is EP – Employment Plaza. Because the Project would be consistent with the General Plan and DTSP designations, it would also be consistent with the regional growth projections adopted in the 2022 AQMP. Therefore, the emissions associated with the Project would not conflict with or obstruct implementation of the 2022 AQMP. Therefore, potential impacts would be less than significant and no mitigation is required.

b) 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?

Less Than Significant Impact. In order to evaluate impacts, quantitative significance criteria established by the local air quality agency, such as the South Coast AQMD, may be relied upon to make significance determinations based on mass emissions of criteria pollutants.

A significant impact would occur if the proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions are estimated using the California Emissions Estimator Model® (CalEEMod), the Statewide land use emissions computer model designed to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from land use projects. According to the CalEEMod results, as summarized in the Air Quality, Greenhouse Gas, and LST Study provided in Appendix A, overall construction (maximum daily emissions) for the proposed Project would not exceed the South Coast AQMD thresholds of significance for the criteria pollutants volatile organic compounds (VOC), oxides of nitrogen (NO_x), carbon monoxide (CO), oxides of sulfur (SO_x), and respirable and fine particulate matter (PM10 and PM2.5, respectively). Additionally, the Project would not exceed the South Coast AQMD thresholds of significance during the operational phase. The primary sources of operations phase emissions would be on-road vehicles traveling to and from the site and operational activities such as landscape equipment and energy use.

Table 4-1 shows baseline and design criteria construction emissions and evaluates design emissions against South Coast AQMD significance thresholds.

Table 4-1: Construction Emissions Summary and Significance Evaluation

Criteria Pollutants	Project Emissions (lbs/day)	Threshold (lbs/day)	Significant?
ROG (VOC)	54	75	No
NO_x	32	100	No
CO	31	550	No
SO_x	0.1	150	No
Total PM10	7	150	No
Total PM2.5	4	55	No

Sources: South Coast AQMD 2025, CalEEMod version 2022.1.1.29

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM10/PM2.5 comprises fugitive dust plus engine exhaust

Table 4-2 shows baseline and design criteria operational emissions and evaluates design emissions against South Coast AQMD significance thresholds.

Table 4-2: Operational Emissions Summary and Significance Evaluation

Criteria Pollutants	Project Emissions (lbs/day)	Threshold (lbs/day)	Significant?
ROG (VOC)	11	55	No
NO_x	5	55	No
CO	41	550	No
SO_x	0.1	150	No
Total PM10	8	150	No
Total PM2.5	2	55	No

Sources: South Coast AQMD 2023, CalEEMod version 2022.1.1.29

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM10/PM2.5 comprises fugitive dust plus engine exhaust

As shown in Tables 4-1 and 4-2, the proposed Project would result in a less than significant impact related to construction-related and operational regional emissions. Although this impact would be less than significant, the proposed Project would be required to implement DTSP EIR mitigation measures AQ-1 through AQ-7, AQ-9, AQ-10, and AQ-13.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact would occur if the proposed Project were to expose sensitive receptors to pollutant concentrations. The South Coast AQMD identifies the following as sensitive receptors: long-term health care facilities; rehabilitation centers; convalescent centers; retirement homes; residences; schools; playgrounds; childcare centers; and athletic facilities. There are residential uses on the west side of the Project site.

The South Coast AQMD's Localized Significance Threshold (LST) methodology was used to analyze the neighborhood scale impacts of NOx, CO, PM10, and PM2.5 emissions associated with Project-specific mass emissions. Introduced in 2003, the LST methodology was revised in 2008 to include the PM2.5 significance threshold methodology and update the LST mass rate lookup tables for the new 1-hour nitrogen dioxide (NO_2) standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area of the South Coast Air Basin, the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by source-receptor area. The tabulated LSTs represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of state or national ambient air quality standards for the above pollutants and were developed based on ambient concentrations of these pollutants for each source-receptor area within the South Coast Air Basin.

For most land use projects, the highest daily emission rates occur during the site preparation and grading phases of construction; where applicable, these maximum daily emissions are used in the LST analysis. Since land use operational emissions – mainly from associated traffic – are dispersed over a wide area, localized impacts from project operation are substantially lower than during project construction. However, an operational LST analysis was also performed. Localized mobile source emissions for project operation were calculated for a one-mile radius of the Project site.

The proposed Project site is approximately 10.64 acres (8.34 acres net) located within South Coast AQMD Source Receptor Area 24 – Perris Valley. The 5-acre screening lookup tables were used to evaluate NO_x, CO, PM10, and PM2.5 impacts on nearby receptors. The nearest sensitive receptor is approximately 75 meters away from the site. Therefore, in order to be conservative, the impact evaluation was performed using the closest distance within South Coast AQMD localized significance thresholds (LST) tables of 50 meters(South Coast AQMD 2008a). Therefore, the impact evaluation was performed using the closest distance within LST tables of 50 meters.

The LST results provided in Tables 4-3 and 4-4 show that on-site emissions from construction and operations would not exceed the LSTs at the nearest receptors.

Table 4-3: Construction Localized Significance Threshold Evaluation

Criteria Pollutants	Project Emissions (lbs/day)	Significance Threshold (lbs/day)	Significant?
NO_x	32	302	No
CO	31	2,178	No
PM10	7	40	No
PM2.5	4	10	No

Sources: South Coast AQMD 2008a, CalEEMod version 2022.1.1.29

Notes:

Source Receptor Area Zone 24 –Perris Valley

5-acre area, 50 meters to receptor

Table 4-4: Operations Localized Significance Threshold Evaluation

Criteria Pollutants	Project Emissions (lbs/day)	Threshold (lbs/day)	Significant?
NO_x	5	302	No
CO	41	2,178	No
PM10	2	10	No
PM2.5	1	3	No

Sources: South Coast AQMD 2008a, CalEEMod version 2022.1.1.29

Notes:

Mobile source PM10 and PM2.5 emissions encompass 1-mile radius of Project site

Source Receptor Area 24 –Perris Valley

5-acre area, 50 meters to receptor

Therefore, construction and operation of the proposed Project would result in a less than significant impact for localized air pollution emissions and no mitigation is required.

The South Coast AQMD has defined significance criteria for health risks from toxic air contaminant emissions (including carcinogens and non-carcinogens) based on health impact standards. Significant health risks are defined as a Maximum Individual Cancer Risk of greater than or equal to 10 in one million, a Cancer Burden of greater than 0.5 excess cancer cases (in areas where cancer risk are greater than or equal to 1 in one million), and Chronic and Acute Hazard Indices (HIC and HIA) greater than or equal to 1.0 (Project increment).

For construction-based emissions, a screening level health risk asessment (HRA) was performed using the South Coast AQMD Tier 2 HRA Tool to conservatively estimate health risk for construction activities. The methodology used to develop the screening health risk asessment is described in the Air Quality, LST, HRA, and Greenhouse Gas Study, dated August 15, 2025 (see Appendix A). The principal toxic air contaminant emitted during Project construction would be diesel particulate matter from on-site diesel-powered equipment and on- and off-site trucks. Diesel particulate matter emissions were derived from the CalEEMod runs, where diesel particulate matter was assumed to be the same amount as the total exhaust PM10 emissions from construction equipment and diesel vehicle use. Onsite and offsite emissions were included in the analysis. Not all offsite emissions are assumed to contribute to the Project health risk. However, since offsite emissions account for less than 10% of the total emissions, total Project offsite emissions were included in the modeled emissions as a conservative estimate. The South Coast AQMD Tier 2 HRA screening tool was run using dispersion characteristics from the former Perris Valley monitoring site.

The Project's construction schedule was modeled as eight hours per day five days a week. The construction schedule will vary throughout the construction phases, but five eight-hour days was used as a "worst case" scenario for the calculated Tier 2 worker risk. Consistent with the LST analyses, source receptor area 24 was used for the site selection. All construction activities were modeled using the Diesel Reciprocating Internal Combustion Engines Source Type. The Tier 2 screening tool offers several ranges of engine sizes. The 175 – 300 break horsepower size range was used to model construction health risk as most of the Project construction equipment falls into this range. The closest houses are apartments located approximately 100 meters to the west of the Project site, the closest worker is a shop 75 meters to the north, and nearest school is Perris Valley High School 800 meters to the west.

The results of the construction Tier 2 Screening HRA are summarized in Table 4-5 and compared to the South Coast AQMD significance thresholds. The results show that for all receptor types (resident, worker, and school), the predicted health risks are below the South Coast AQMD's cancer and non-cancer chronic health risk significance thresholds.

Table 4-5: Project Construction Tier 2 HRA Results

Construction Location	Resident/Maximum Individual Cancer Risk		Worker		School		Cancer Burden[2]
	Cancer (in a million)	HIC[1]	Cancer (in a million)	HIC[1]	Cancer (in a million)	HIC[1]	
Project Area	0.95	5.6E-4	0.018	7.4E-4	0.067	3.9E-5	--
Significance Threshold	10	1.0	10	1.0	10	1.0	0.5
Significant ?	No	No	No	No	No	No	No

Notes:

1. An acute hazard index is not calculated for diesel particulate matter, so only the chronic hazard index (HIC) is provided.

2. Cancer burden is not calculated for the Project site because maximum cancer risk is under 1 in a million.

For operational emissions, a South Coast AQMD Tier 2 HRA was conducted using the methodology and factors from the Risk Assessment Procedures for Rules 1401, 1401.1 and 212. Operation of the Project is expected to result in toxic air contaminant emissions from fueling operations and diesel truck emissions. Operational diesel particulate matter emissions were estimated using the operational traffic counts prepared by Mizuta Traffic Consulting (provided in Appendix I), the CalEEMod fleet mix, and assuming 1 mile of each round-trip results in local emissions. Similar to the construction health risk assessment, the South Coast AQMD Tier 2 HRA screening tool was run using dispersion characteristics from the former Perris Valley monitoring site and source-receptor area 24 was used for the site selection. The equipment operational schedule was modeled as continuous as the equipment generally operates continuously. The results of the Tier 2 health risk tool evaluations for the modeled operational sources were summed and are summarized in Table 4-6. The results show that for all receptor types (resident, worker, and school), the predicted health risks are below the South Coast AQMD's cancer and non-cancer chronic health risk significance thresholds.

Table 4-6: Project Construction Tier 2 HRA Results

Health Risk	Maximum Individual Cancer Risk	School	MEIW	Significance Threshold	Significant?
Cancer Risk (in a million)	1.61	0.08	0.20	10	No
HIC	4.53E-03	1.63E-04	7.00E-03	1.0	No
HIA	6.54E-03	5.08E-04	8.79E-03	1.0	No

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

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project site. The proposed Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed Project would not cause an odor nuisance. According to the South Coast AQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project would not result in activities that create objectionable odors. Therefore, the proposed Project would result in a less than significant impact related to objectionable odors and no mitigation is required.

Mitigation Measures:

As discussed previously, the proposed Project has complied with DTSP EIR mitigation measures AQ-8 and AQ-12 through the preparation of the Air Quality, LST, HRA, and Greenhouse Gas Study. DTSP EIR mitigation measure AQ-11 is not applicable to the proposed Project because the proposed uses would not employ 250 or more persons. DTSP EIR mitigation measures AQ-14 and AQ-14 are not applicable to the proposed Project since it does not involve the development of new sensitive land uses such as residential, hospitals, medical offices, day care facilities, and fire stations.

The proposed Project would be required to implement the following DTSP EIR mitigation measures. In the DTSP EIR, the South Coast AQMD is referred to as the SCAQMD.

AQ-1: Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Track-out devices shall be used at all construction site access points;
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- Replace ground cover in disturbed areas as quickly as possible.

AQ-2: All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the applicant shall demonstrate to the City of Perris how the project operations subject to that specification during hauling activities shall comply with the provisions set forth in Sections 23114(b)(F), (e)(4).

AQ-3: The following measures shall be implemented to reduce VOC emissions resulting from application of architectural coatings:

Contractors shall use high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent;

- Use required coatings and solvents with a VOC content lower than required under Rule 1113;
- Construct/build with materials that do not require painting; and
- Use pre-painted construction materials.

AQ-4: Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan, Building Plans and specifications stipulate that ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Equipment maintenance records and equipment design specifications data sheets shall be kept on site during construction. The City Inspector shall be responsible for ensuring that contractors comply with this measure during construction.

AQ-5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval shall be required by the City of Perris Building Division prior to issuance of grading permits.

AQ-6: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

AQ-7: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.

AQ-9: The developer of each future development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

AQ-10: Proposed developments within the Perris DTSP shall include, to the extent feasible, as a part of construction and building management contracts, the following measures:

- All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.
- All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.
- All residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials. Such roofing shall not result in glare or reflection in such a manner as to shine into the faces of aircraft pilots approaching, or departing from, Perris Valley Airport.

AQ-13: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

4.3.4 Biological Resources

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☑	☐	☐

Introduction:

The Biological Resources Technical Report and a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Burrowing Owl Survey report, provided in Appendix B, provides a detailed assessment of potential sensitive natural resources located within and immediately adjacent Project site. The assessment includes a literature review, site reconnaissance characterizing baseline conditions (including floral and faunal and dominate vegetation communities), impact analysis, and proposed mitigation and/or conservation measures.

Environmental Determination:

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 Wildlife or U.S. Fish and Wildlife Service?

<u>Less Than Significant with Mitigation Incorporated.</u>

The federal Endangered Species Act of 1973 defines an endangered species as "any species that is in danger of extinction throughout all or a significant portion of its range..." Threatened species are defined as "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Under provisions of Section 9(a)(1)(B) of the Endangered Species Act it is unlawful to "take" any listed species. "Take" is defined as follows in Section 3(18) of the Endangered Species Act: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the U.S. Fish and Wildlife Service (FWS), through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification as forms of a "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with the FWS. Section 9(a)(2)(b) of the Endangered Species Act addresses the protections afforded to listed plants.

Recently, the FWS instituted changes in the listing status of former candidate species. Former C1 (candidate) species are now referred to simply as candidate species and represent the only candidates for listing. Former C2 species (for which the FWS had insufficient evidence to warrant listing at this time) and C3 species (either extinct, no longer a valid taxon or more abundant than was formerly believed) are no longer considered as candidate species. Therefore, these species are no longer maintained in list form by the FWS, nor are they formally protected. However, some FWS field offices have issued memoranda stating that former C2 species are henceforth to be considered Federal Species of Concern. This term is employed in this document but carries no official protections. All references to federally protected species in this report (whether listed, proposed for listing or candidate) include the most current published status or candidate category to which each species has been assigned by the FWS.

The designation of critical habitat can also have a significant impact on the development of land designated as "critical habitat." The Endangered Species Act prohibits federal agencies from taking any action that will "adversely modify or destroy" critical habitat (16 U.S.C. § 1536(a)(2)). This provision of the Endangered Species Act applies to the issuance of permits by federal agencies. Before approving an action affecting critical habitat, the federal agency is required to consult with the FWS who then issues a biological opinion evaluating whether the action will "adversely modify" critical habitat. Thus, the designation of critical habitat effectively gives the FWS extensive regulatory control over the development of land designated as critical habitat.

The Migratory Bird Treaty Act makes it unlawful to "take" any migratory bird or part, nest, or egg of such bird listed in wildlife protection treaties between the United States and Great Britain, the Republic of Mexico, Japan, and the Union of Soviet States. For purposes of the Migratory Bird Treaty Act, "take" is defined as to pursue, hunt, capture, kill, or possess or attempt to do the same.

California's Endangered Species Act (CESA) defines an endangered species as "...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." The State defines a threatened species as "...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." Candidate species are defined as "...a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the federal Endangered Species Act, the CESA does not include listing provisions for invertebrate species.

Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened or endangered species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided..." Under the CESA, "take" is defined as "...hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require "...permits or memorandums of understanding..." and can be authorized for "...endangered species, threatened species, or candidate species for scientific, educational, or management purposes." Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

Additionally, some sensitive mammals and birds are protected by the State as Fully Protected Mammals or Fully Protected Birds, as described in the California Fish and Game Code, Sections 4700 and 3511, respectively. SSC ("special" animals and plants) listings include special status species, including all state and federal protected and candidate taxa, Bureau of Land Management and US Forest Service sensitive species, species considered to be declining or rare by the California Native Plant Society or National Audubon Society, and a selection of species which are considered to be under population stress but are not formally proposed for listing. This list is primarily a working document for the California Department of Fish and Wildlife's California Natural Diversity Database project. Informally listed taxa are not protected per se but warrant consideration in the preparation of biotic assessments. For some species, the California Natural Diversity Database is only concerned with specific portions of the life history, such as roosts, rookeries, or nest sites.

Nesting birds, including raptors, are protected under California Fish and Game Code Section 3503, which reads, "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto." In addition, under California Fish and Game Code Section 3503.5, "it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto". Passerines and non-passerine land birds are further protected under California Fish and Game Code 3513. As such, the California Department of Fish and Wildlife (CDFW) typically recommends surveys for nesting birds that could potentially be directly (e.g., actual removal of trees/vegetation) or indirectly (e.g., noise disturbance) impacted by project-related activities. Disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by the CDFW.

The majority of the Project site is dominated by disturbed/ruderal vegetation. Common dominant species documented within this habitat type include London rocket (*Sisymbrium irio*), stinknet (*Oncosiphon piluliferum*), cheeseweed (*Malva parviflora*), Russian thistle (*Salsola tragus*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), black mustard (*Brassica nigra*), tumbling pigweed (*Amaranthus albus*), hare barley (*Hordeum murinum* subsp. *leporinum*), Italian rye (*Lolium multiflorum*), foxtail chess (*Bromus madritensis* ssp. *rubens*), ripgut grass (*Bromus diandrus*), wild oat (*Avena fatua*), tree tobacco (*Nicotiana glauca*), cocklebur (*Xanthium strumarium*), and yellow sweetclover (*Melilotus officinalis*). Less common species include wild radish (*Raphanus sativus*), Boccone's sand spurrey (*Spergularia bocconi*), and red gum tree (*Eucalyptus camaldulensis*).

Disturbed roadside drainage ditches are located along the northeastern and southwestern regions of the Project site boundary. Species documented within the roadside drainage ditches include but are not limited to prostrate knotweed (*Polygonum aviculare*), canary grass (*Phalaris canariensis*), hyssop loosestrife (*Lythrum hyssopifolia*), Boccone's sand spurrey, annual sunflower (*Helianthus annuus*), rattail six-weeks grass (*Festuca myuros*), prickly sow thistle (*Sonchus asper* subs. *asper*), California burclover (*Medicago polymorpha*), beardless wild rye (*Elymus triticoides*) tumbling pigweed, short pod mustard (*Hirschfeldia incana*), and common fiddleneck (*Amsinckia menziesii*).

No vegetation communities listed by the CDFW as sensitive were documented within or adjacent to the Project site. None of the four MSHCP narrow endemic sensitive plant species were detected during the Project site survey

General wildlife species documented onsite or within the vicinity during the focused surveys include but are not limited to red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), American crow (*Corvus brachyrhynchos*), Cassin's kingbird (*Tyrannus vociferans*), cliff swallow (*Petrochelidon pyrrhonota*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), yellow rumped warbler (*Setophaga coronata*), white crowned sparrow (*Zonotrichia leucophrys*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), and California ground squirrel.

The Project site and off-site impact area occurs within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting including foraging habitat were documented within and adjacent to the Project site. Therefore, focused surveys were conducted during the spring of 2024. No burrowing owl, or characteristic sign such as white-wash, feathers, tracks, or pellets, were detected within or immediately adjacent to the Project site or off-site impact area during the 2024 survey efforts. Regardless, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP (mitigation measure MM-BIO-1).

Potential foraging and/or breeding habitat for four MSHCP-covered species was detected on-site, or south of the Project site boundary, including Cooper's hawk, California horned lark, white-tailed kite, and loggerhead shrike, Sensitive Wildlife Species with Potential to Occur Onsite. Potential impacts to sensitive MSHCP covered species would be reduced to a less than significant level with the implementation of mitigation measure MM-BIO-2.

The Project site, and adjacent ornamental vegetation, including Eucalyptus trees south of Ellis Avenue, are expected to potentially provide tree and ground nesting habitat for migratory birds protected under the California Department of Fish and Game Code.

Measures for potential direct/indirect impacts to common and sensitive bird and raptor species would require compliance with California Department of Fish and Game Code Section 3503. Construction outside the nesting season (generally between September 15th and February 15th) does not require preconstruction nesting bird surveys. However, if construction is proposed during the nesting season, a qualified biologist would be required to conduct a preconstruction nesting bird survey(s) no more than three days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (500 feet) to the Project site. Loss of an active nest would be considered a potentially significant impact. Impacts to potential nesting habitat would be reduced to a less than significant level with the implementation of mitigation measure MM-BIO-2.

Potential impacts to habitat modification would be reduced to a less than significant level with the implementation of the above-mentioned mitigation measures.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the Project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or the FWS.

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?

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Biological Technical Report identified potential wetland habitat within the exposed drainage ditch along the southern border of the Project site and states that a formal jurisdictional delineation is required to determine the presence/absence, extent and impacts to jurisdictional resources. However, this drainage ditch is within the right-of-way of Ellis Avenue which is currently in the process of being widened as part of another project in the local vicinity. The drainage ditch will be relocated underground as part of that other project. As a result, the proposed Project would not have any impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Mitigation measures BIO-MM3 and BIO-MM4 identified in the Biological Technical Report would not be applicable to the proposed Project.

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?

<u>No Impact.</u>

Wildlife corridors link areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open space areas, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because they prohibit the infusion of new individuals and genetic information. Corridors effectively act as links between different populations of a species. A group of smaller populations (termed "demes") linked together via a system of corridors is termed a "metapopulation." The long-term health of each deme within the metapopulation is dependent upon its size and the frequency of interchange of individuals (immigration vs. emigration). The smaller the deme, the more important immigration becomes, because prolonged inbreeding with the same individuals can reduce genetic variability. Immigrant individuals that move into the deme from adjoining demes mate with individuals and supply that deme with new genes and gene combinations that increases overall genetic diversity. An increase in a population's genetic variability is generally associated with an increase in a population's health.

A significant impact would occur if the Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The Project site does not represent a regional wildlife movement corridor and provides no cover, food, natural unrestricted water courses or habitats that would facilitate regional wildlife movement on-site. The Project site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area. The Project site is bordered to the west by high traffic reach of Goetz Road, northeast by Case Road, and south by the future alignment of Ellis Avenue. Therefore, the Project would not be expected to interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<u>No Impact.</u> Perris Municipal Code Section 19.71.050*,* Tree Protection, provides protection for qualified trees. Protected trees include, but are not limited to, city trees, heritage trees, specimen trees, and trees required by ordinance and/or as a condition of approval for development. Per Section 19.71.080, Permit Requirements, no person, firm, corporation, public agency, or political subdivision shall remove or severely trim any tree planted in the right-of-way of any city street or on city property without first obtaining a permit from the director of public works to do so. No mature trees are located within the Project site, and the proposed action would not conflict with the Perris Municipal Code. No impact would occur.

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 completely within the area subject to the Western Riverside County MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities including the City of Perris. Rather than addressing sensitive species on an individual basis, the MSHCP focuses on conservation of 146 species, including those listed at the federal and state levels and those that could become listed in the future. The MSHCP proposed a reserve system of approximate 500,000 acres, of which 347,000 acres are currently within public ownership and 153,000 acres will need to be assembled from lands currently in private ownership. The MHSCP allows the County and other permittees (including the City of Perris) to issue take permits for listed species so that applicants do not need to receive endangered species incidental take authorization from the FWS and the CDFW.

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

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

As discussed above, no evidence of vernal pools was documented within the Project site. Therefore, the Project would be consistent with Section 6.1.2 of the MSHCP.

The Project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the Project would consistent with Section 6.1.3 of the MSHCP.

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The Project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. As discussed above, no burrowing owl, or characteristic sign such as white-wash, feathers, tracks, or pellets, were detected within or immediately adjacent to the Project site or off-site impact area during the 2024 survey efforts. Regardless, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP (mitigation measure MM-BIO-1). Therefore, the Project would be consistent with Section 6.3.2 of the MSHCP.

The MSHCP Urban/Wildlands Interface guidelines, presented in Section 6.1.4, are intended to address indirect effects associated with locating commercial, mixed uses, and residential developments in proximity to an MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area and Section 6.3.2 of the MSHCP is not applicable to the Project. However, the mitigation measures listed below would ensure that no potential impacts to the downstream drainage (San Jacinto River) habitat results from the proposed Project.

The Project site also falls within the Stephens' kangaroo rat Fee Area, as outlined in the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan. The Project applicant would be required to pay the fees pursuant to County Ordinance 663.10 for the Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area, as established and implemented by the County of Riverside.

The Project would comply with all applicable water quality regulations, including obtaining and complying with those conditions established in Waste Discharge Requirements and NPDES permits. Both of these permits include the treatment of all surface runoff from paved and developed areas, the implementation of applicable BMPs during construction activities and the installation and proper maintenance of structural BMPs to ensure adequate long-term treatment of water before entering into any stream course.

Based on this information, the Project would not conflict with the provisions of any adopted conservation plan, and impacts would be reduced to a less than significant level with compliance with all applicable rules and regulations and paying the applicable fees.

Mitigation Measures:

BIO-1: 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 initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project site. The survey shall include the Project site, off-site disturbance areas, and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a pre-construction survey for resident burrowing owls shall also be conducted within three days prior to commencement of initial ground-disturbing activities.

If burrowing owls are observed during the Migratory Bird Treaty Act nesting bird survey (mitigation measure MM-BIO-2), to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the California Department of Fish and Wildlife (CDFW) and the Regional Conservation Authority. 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 Instruction for the Western Riverside MSHCP.

If burrowing owls are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owls are detected, the CDFW and Regional Conservation Authority (RCA) shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the preconstruction survey, the Project applicant shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls, or following approval of a Burrowing Owl Plan, as described below. If owl presence is difficult to determine, the Project biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The Project biologist and Project applicant shall coordinate with the City of Perris Planning Division, the U.S. Fish and Wildlife Service (FWS), the CDFW, and the RCA to develop a Burrowing Owl Plan to be approved by the City, in consultation with the CDFW, the FWS, and the RCA, prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring, as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites, and details on proposed buffers, if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW, FWS, and RCA review and concurrence. A final report shall be prepared by the Project biologist, documenting the results of the Burrowing Owl Plan. The report shall be submitted to the CDFW and RCA prior to the start of Project activities. The Project biologist will verify the nesting effort has finished, according to methods identified in the Burrowing Owl Plan. When the Project 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 are discovered to occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the CDFW, FWS, and RCA within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection, and no Project activity shall continue within 1,000 feet of the burrowing owls until the CDFW and RCA approves the Burrowing Owl Plan.

BIO-2: In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally, September 1st to February 14th for songbirds; and September 1st to January 14th for raptors; although, the nesting season may be extended due to weather and drought conditions).

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

1. The Project proponent shall retain a qualified biologist experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three days prior to the initiation of project activities. Surveys shall encompass all suitable areas, including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may begin. However, if active nests (including nesting raptors) are located, then avoidance or minimization measures shall be undertaken in consultation with the City of Perris and the CDFW. Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged, and the nest is no longer active, or the nest has failed. The Project biologist shall monitor the nest at the onset of project activities, as well as 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 Project 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 and/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 Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

BIO-3: The landscape plans for the Project shall avoid the use of invasive species.

BIO-4: Access to Project site shall be via pre-existing and proposed access routes extending from Ellis Avenue, Case Street and Goetz Road.

BIO-5: Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into drainages. These designated areas shall be located in such a manner as to prevent any runoff from entering the roadside drainage ditches. Necessary precautions shall be taken to prevent the release of substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictions (City of Perris), U.S. Fish and Wildlife Service, CDFW, and RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

BIO-6: The Project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site.

BIO-7: Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed Project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the Project and shall be specified in the construction plans. Construction limits will be fenced with orange silt fencing. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

4.3.5 Cultural Resources

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☑	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

Introduction:

BFSA Environmental Services (BFSA), conducted an archaeological survey of the Project site to determine if cultural resources exist within the property. A copy of the Phase I Cultural Resources Survey is included in Appendix C. By preparing the Phase I Cultural Resources Survey, the proposed Project has complied with DTSP EIR mitigation measure CUL-1.

Environmental Determination

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

<u>Less Than Significant Impact with Mitigation Incorporated.</u> BFSA conducted a review of records search data located at the Eastern Information Center at the University of California, Riverside for the Project vicinity. The records search did not identify any previously recorded resources within the subject property. The Bureau of Land Management General Land Office records indicate the property was part of a large 160-acre patent issued to Charles E. Gyger in 1890. The aerial photographs illustrate the agricultural use of the property since as early as 1938. Subsequent aerials illustrate that the property was repeatedly disked, cleared, and likely utilized for agriculture throughout the twentieth and early twenty-first centuries. Between 2019 and 2023, the property appears to have been cleared and partially rough graded for the use as a storage yard and staging area for Alabbasi Construction & Engineering. The results of the records search indicate that historic resources associated with the agricultural history of the region should be the primary site type present within the property, considering the history of the area, review of historic maps and aerial photographs, and lack of prehistoric sites recorded near the Project site. Given the previous impacts to the property, restricted ground visibility, and the previous presence of a rural residence, there remains limited potential for inadvertent discoveries of buried archaeological deposits during project development. The Phase I Cultural Resources Survey recommends that the Project should be conditioned with archaeological monitoring during grading of the Project site. Therefore, implementation of DTSP EIR mitigation measures CUL-2 and CUL-3, as updated by the City of Perris as Project mitigation measure MM-CUL-1, would reduce potential impacts on historical resources to a less than significant level.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

<u>Less Than Significant with Mitigation Incorporated</u>.

The potential for archaeological resources to be present within a given area is usually indicated by known settlement patterns, which, in western Riverside County, were focused around freshwater resources and a food supply. The Project site does not contain any natural permanent water sources or features that would have been advantageous to the prehistoric occupation in the region. Prehistoric sites within the general vicinity are primarily focused within the bedrock-laden hills surrounding Lake Perris and the Motte Rimrock Reserve. Further, the records search and literature review suggest that there is a low potential for prehistoric cultural resources to be located within the Project site. However, there always exists a potential to encounter previously unreported subsurface archaeological resources during future construction activities. Implementation of DTSP EIR mitigation measures CUL-2 and CUL-3, as updated by the City of Perris as Project mitigation measure MM-CUL-1, would reduce potential impacts on archaeological resources to a less than significant level.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. The Project site does not contain a known cemetery and no human remains were encountered during the field investigation. The discovery of unknown human remains is always a possibility during ground disturbances. Implementation of DTSP EIR mitigation measure CUL-6, as updated by the City of Perris as Project mitigation measure MM-CUL-2, would reduce potential impacts to a less than significant level.

Mitigation Measures:

As discussed previously, the proposed Project has complied with DTSP EIR mitigation measure CUL-1 through the preparation of the Phase I Cultural Resources Survey. DTSP EIR mitigation measure CUL-4 is not applicable to the proposed Project because the Phase I Cultural Resources Survey recommends that the Project should be conditioned with archaeological monitoring during grading of the Project site.

The proposed Project would be required to implement DTSP EIR mitigation measures CUL-2, CUL-3, and CUL-4. The following Project mitigation measures replace DTSP EIR mitigation measures CUL-2, CUL-3, and CUL-4 based on recent updates by the City of Perris.

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 Project 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 Project 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 Project 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 Project 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 will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the Project 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, and the Pechanga Band of Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Native American 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 Native American tribe. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM-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 shall be subject to a fully executed relocation/reburial agreement with the assisting Native American 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 Project 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 Project archaeologist, in consultation with the designated Native American 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 South Coastal Information Center, affiliated with San Diego State University, and the Native American tribe(s) involved with the Project.

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

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American tribal representative at the Project site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the Project 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 Project 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 shall be proprietary and not disclosed to the general public. The locations shall be documented by the Project archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Coastal Information Center, affiliated with San Diego State University.

4.3.6 Energy

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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?	☐	☐	☑	☐

Environmental Determination:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. There is no existing energy use at the Project site. Construction of the Project would require consumption of petroleum fuels (primarily diesel) by the use of construction equipment on-site, by construction equipment delivering supplies to the site, and by construction workers traveling to and from the site. The energy required by construction would be temporary and would not be substantial. For the finishing phase of construction, some electricity may be used (e.g., for power tools and work lighting). When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption.

The Project would be designed and operated in accordance with the applicable California Code of Regulations Title 24 standards, which impose energy conservation measures. The majority of the energy usage in the Project would consist of lighting and climate control. The Project would not result in excessive long-term operational automotive fuel consumption. Fuel consumption associated with vehicle trips generated by the proposed Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Adherence to the aforementioned energy requirements will ensure conformance with the State's goal of promoting energy and lighting efficiency.

The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operations. Therefore, energy impact of the Project would be less than significant and no mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Additionally, as stated above, the Project's construction and operations would be in accordance with applicable State Building Code Title 24 Part 6 and Part 11 regulations, which include energy conservation measures. Therefore, potential impacts to obstructing a State or local plan for renewable energy or energy efficiency during construction or operation would be less than significant.

Mitigation Measures:

None required.

4.3.7 Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐
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?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

Introduction:

Geologic and soils information presented in this section is based on a Project-specific Preliminary Geotechnical Evaluation and Infiltration Study prepared by GeoTek, Inc., dated January 18, 2021, included as Appendix D of this document. A Paleontological Assessment was completed for the proposed Project by BFSA. A copy of the Paleontological Assessment report is included in Appendix E. By preparing the Paleontological Assessment, the proposed Project has complied with DTSP EIR mitigation measure CUL-1.

Environmental Determination:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. There are no mapped Alquist-Priolo Zones within the City of Perris (City of Perris 2016b). In addition, there are no County of Riverside-designated special status study fault zones (City or Perris 2016b). The closest active fault zones to the Project site are: the San Jacinto-San Jacinto Valley fault, located approximately 10 miles to the northeast; the Elsinore fault, 11 miles to the southwest; and the Murrieta Creek fault, located approximately 19 miles to the south (United States Geological Survey 2022). Therefore, no impact would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. While there are no known faults directly within the City of Perris or the Project site, known active faults within the region may contribute to ground shaking if a seismic event were to occur. Strong ground shaking can be expected if a moderate or severe seismic event in the region would occur. The Project would be constructed to current the California Building Code, which require structures to be designed to meet or exceed seismic safety standards, identified within the California Building Code. As a result, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. General risk potential can be determined based on soil type and depth of groundwater. Areas containing alluvium soil deposits are often susceptible to seismically induced liquefaction. The Perris Valley is comprised of extensive alluvial deposits, resulting from erosion of sediments from the San Jacinto Mountain Range. Although depths to groundwater generally exceed 100 feet, the central and northeastern parts of the planning area are comprised of materials considered susceptible to moderate to very high liquefaction potential.

The Project site is designated as having "low" potential for liquefaction by Riverside County and therefore is generally not subject to liquefaction, in the event of a regional seismic event. Potential impacts from liquefaction would be less than significant.

iv) Landslides?

No Impact. A significant impact in this category would be identified if the proposed Project site was on a hillside with unstable geological conditions or overlain by soil types susceptible to failure when saturated. The Project site and surrounding area are relatively flat and very distant from possible landslide or rockfall runout zones. The Project site and surrounding area are not indicated as being susceptible to landslides on Figure S-7 – Landslide Susceptibility of the City of Perris General Plan Safety Element. Therefore, the Project would not expose people or structures to landslide hazards and no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction of proposed Project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Construction activities would be performed in accordance with all applicable regulations and requirements, including BMPs in both construction and operational phases to prevent stormwater runoff from leaving the Project site as required by the City. Project construction would comply with all BMPs detailed in a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and reduce any risks related to soil erosion.

In addition, development projects subject to CEQA are required to incorporate construction-phase mitigation measures to protect air quality and minimize wind erosion, pursuant to South Coast AQMD Rule 403, which includes watering of project sites during dry periods, as well as reduction in construction vehicle speeds, so as to minimize fugitive dust, plus on-site washing of construction vehicle tires, in order to prevent transfer of soil to surface streets.

Chapter 19.70, "Landscaping", of the City of Perris Zoning Ordinance, applies to new and existing development and includes standards for ground cover, turf, and other plant materials appropriate to preventing soil erosion. Continued implementation of applicable federal, State, and local ordinances, as indicated, through the development review process prior to issuance of project permits, will result in a less than significant impact related to soil erosion. Therefore, the proposed Project would not result in substantial soil erosion or the loss of topsoil. As such, potential impacts would be less than significant and no mitigation would be 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. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed Project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production, where extraction of groundwater or petroleum from sedimentary rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The Project site is not located within a remedial groundwater extraction containment area or an oil field/oil drilling area. As discussed above, the Project site is not located in a landslide area. Therefore, potential impacts associated with soil instability would be less than significant and no mitigation would be 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. A significant impact would be noted if the Project facility were built on expansive soils, as defined above. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Through compliance with the recommendations set forth within the Geotech report prepared by GeoTek (Appendix D), and conformance with the applicable seismic design regulations, standards, and policies, the potential for the Project to be located on expansive soil, creating substantial risks to life or property, would be less than significant.

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. The Project would be served by public sewer systems. Therefore, no impacts to soils from alternative wastewater disposal systems would result from the proposed Project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. The City of Perris General Plan Conservation Element (City of Perris, 2005) divides the City into five areas based on their paleontological potential. The Project site is mapped within Paleontological Sensitivity Area #5, which is an area of low to high sensitivity with younger alluvium overlying older fan alluvium at depth. Conservation Element Implementation Measure IV.A.4 requires paleontological monitoring when subsurface excavations reach five feet in depth within Paleontological Sensitivity Areas 4 and 5. Based on the age of the geologic formation mapped at the Project site and the fossil record of the formation, the Paleontological Assessment concludes that the very old alluvial fan deposits at the Project site may be assigned a high potential to yield significant paleontological resources. Therefore, due to the possible discovery and/or damage to undiscovered paleontological resources during Project construction, mitigation measure MM-GEO-1, which replaces DTSP EIR mitigation measure CUL-3, is recommended reduce potential impacts to a less than significant level. With this measure in place, the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, the Project would result in a less than significant impact to paleontological resources with mitigation incorporated.

Mitigation Measure:

As discussed previously, the proposed Project has complied with DTSP EIR mitigation measure CUL-1 through the preparation of the Paleontological Assessment. The following Project mitigation measure replaces DTSP EIR mitigation measure CUL-3.

GEO-1: Prior to the issuance of grading permits, the Project proponent shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during all onsite and offsite subsurface excavation. Selection of the Project 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 Project 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 Project paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Project paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Project 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.

4.3.8 Greenhouse Gas Emissions

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Introduction:

Estimated greenhouse gas (GHG) impacts are evaluated against quantitative criteria established by the South Coast AQMD. Appendix A contains the Air Quality, LST, HRA, and Greenhouse Gas Study, dated August 15, 2025.

Climate Action Plan (CAP)

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

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide;
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use); and
- Solid waste measures that reduce landfilled solid waste in the City.

Environmental Determination:

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

<u>Less Than Significant Impact.</u> Greenhouse gases – primarily carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and refrigerants, collectively reported as carbon dioxide equivalents (CO_2e) – are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources, such as on-road vehicles and off-road construction equipment, burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants), used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills [California Air Resources Board (CARB) 2022a].

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2022 standards improved upon the 2019 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2022 standards went into effect on January 1, 2023 (California Energy Commission 2022).

Since the Title 24 standards require energy conservation features in new construction [e.g., high-efficiency lighting, high-efficiency heating, ventilation, and air conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.], they indirectly regulate and reduce GHG emissions.

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

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

The City of Perris has not adopted numerical significance thresholds for evaluating GHG emissions for new development projects. In accordance with CEQA guidance, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to assess the significance of a project's GHG emissions.

The City of Perris is located within the jurisdiction of the South Coast AQMD. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the South Coast AQMD convened a GHG CEQA Significance Threshold Working Group in 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of carbon dioxide equivalents (MT CO_2e) per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The Working Group has continued to consider adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 describes the following tiered approach for determining GHG impacts from various uses:

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

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

Tier 3 – If a project's emissions are under the screening thresholds, then the impact of the project is less than significant. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. The South Coast AQMD has presented two options that lead agencies could choose for non-industrial projects. Option #1 sets the threshold for residential projects to 3,500 MT CO_2e per year, commercial projects to 1,400 MT CO_2e per year, and mixed-use projects to 3,000 MT CO_2e per year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 MT CO_2e per year. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 – Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MT CO_2e per year per service population for project level analyses and 6.6 MT CO_2e per year per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MT CO_2e per year per service population for project level analyses and 4.1 MT CO_2e per year per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 – Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

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

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MTCO_2e per year threshold for industrial warehousing projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. Therefore, in accordance with the South Coast AQMD's thresholds for non-industrial land use types (i.e. Option 2), a threshold of 3,000 MT CO_2e per year is utilized for the analysis herein.

Using CalEEMod, direct on-site and off-site GHG emissions were estimated for construction and operation, and indirect off-site GHG emissions were estimated to account for electric power used by the proposed Project, water conveyance, and solid waste disposal.

Table 4-7 shows GHG emissions and evaluates mitigated them against the South Coast AQMD significance thresholds. Operational measures incorporate typical code-required energy and water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years as recommended by the South Coast AQMD.

As shown in Table 4-7, mitigated GHG emissions are below the significance threshold for land use projects. Thus, impacts would be less than significant. Although this impact would be less than significant, the proposed Project would be required to implement DTSP EIR mitigation measure GHG-1.

Table 4-7: Greenhouse Gas Emissions Summary and Significance Evaluation

GHGs	Project Construction (MT)	Project Operation (MT/yr)	Project Total (MT/yr)	Threshold (MT/yr)	Significant?
CO_2	440	1,283	1,298	–	–
CH_4	<1	2	2	–	–
N_2O	<1	<1	<1	–	–
R	<1	421	421	–	–
CO_2e	445	1,782	1,797	3,000	No

Sources: South Coast AQMD 2008b, CalEEMod version 2022.1.1.29

Notes:

Project Total comprises annual operational emissions plus construction emissions amortized over 30 years

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

Less Than Significant Impact. CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under Assembly Bill (AB) 32, the State's emission inventory must be reduced to 1990 levels by 2020. Most of the reductions required to reach AB 32's 2020 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard, Pavley standards, Low Carbon Fuel Standards, landfill regulations, regulations and programs on high global warming potential gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. These regulations are sufficient to achieve AB 32's goal to reduce Statewide GHG emissions to 1990 levels by 2020. The CARB 2017 Scoping Plan includes a regulatory strategy that will result in the State achieving the SB 32 target by 2030. The CARB 2022 Scoping Plan addresses recent legislation (AB 1279), reducing anthropogenic GHG emissions to 85 percent below 1990 levels by 2045.

The City of Perris adopted a CAP in 2016. The CAP includes local measures that achieve the GHG reduction targets of AB 32 for target year 2020 for the City. Local measures in the CAP include: creation of an energy action plan to reduce citywide energy consumption; transportation measures that encourage alternative modes of transportation and reduced vehicle use; and solid waste measures that reduce landfilled solid waste in the City. Both the existing and the project-related GHG inventories in the City's CAP were derived based on the land use designations and associated designations defined in the City's General Plan. The proposed Project is consistent with the zoning designation and development density presented in the DTSP. Additionally, the Project would not increase the number of people residing in the area. Since the Project is consistent with the DTSP zoning designation, it is consistent with the types, intensity, and patterns of land use envisioned for the site in the General Plan, and as a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the City CAP.

Additionally, the proposed Project is considered 'infill development' as it proposes to develop a property in a rapidly urbanizing area surrounded by predominately urban residential uses. As a result of proposing a mix of commercial land uses in an area devoid of such uses and surrounded heavily by residences, the proposed Project can be identified for its "location efficiency". Location efficiency describes the location of the proposed Project relative to the type of urban landscape its proposed to fit within. In general, compared to the Statewide average, a project with location efficiency can realize automotive vehicle miles traveled (VMT) reductions between 10 and 65 percent [California Air Pollution Control Officers Association 2017]. The Project would locate complementary commercial land uses in close proximity to existing off-site residential, commercial, and industrial uses, thereby providing commercial options to the existing, nearby residents and employees near the Project site. The location efficiency of the Project Area could result in synergistic benefits that could reduce vehicle trips and VMT compared to the Statewide average and could result in corresponding reductions in transportation-related GHG emissions.

As with all projects within the Downtown area, the proposed Project would also be required to implement DTSP EIR mitigation measure GHG-1, which is consistent with the goals of AB 32.

The proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. This potential impact would be less than significant and no mitigation is required.

Mitigation Measures:

The proposed Project would be required to implement the following DTSP EIR mitigation measure.

GHG-1: Prior to the issuance of building permits, future development projects shall demonstrate the incorporation of project design features that achieve a minimum of 28.5 percent reduction in GHG emissions from business as usual conditions. Future projects shall include, but not be limited to, the following list of potential design features.

Energy Efficiency

- Design buildings to be energy efficient, above Title 24 requirements.
- Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight.
- Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use.
- Install light colored "cool" roofs and cool pavements. Such roofing materials shall not result in glare or reflection in such a manner as to shine into the faces of aircraft pilots approaching, or departing from, Perris Valley Airport.
- Provide information on energy management services for large energy users.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

Renewable Energy

- Install solar panels on carports and over parking areas.
- Use combined heat and power in appropriate applications.

Water Conservation and Efficiency

- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.

- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site).
- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Promote "least polluting" ways to connect people and goods to their destinations.
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking).
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

4.3.9 Hazards and Hazardous Materials

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☑	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

Introduction:

As defined in Section 25117 of the California Health and Safety Code, a hazardous material is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health or the environment if released into the workplace or the environment. Hazardous substances can take the form of a solid, dust, liquid, or fume, and they can exhibit any of the criteria set forth in 22 California Code of Regulations Chapter 30, Article 11. A list of wastes that are presumed hazardous is presented in 22 California Code of Regulations Chapter 30, Article 9. Hazardous waste criteria include toxicity, ignitability, reactivity, and corrosivity.

The City of Perris General Plan Safety Element provides the necessary context to understand the hazards that threaten the community and outlines policies and practices that take tangible steps toward ensuring the community's continued prosperity.

Per the Hazardous Waste and Substances Sites (Cortese) List website, maintained by the California Department of Toxic Substances Control (DTSC), the Proposed site is not a listed site.

The Project-specific Phase 1 Environmental Site Assessment Report, prepared by Priority One Environmental, Inc., dated January 5, 2023, is included as Appendix F of this Initial Study/MND. By preparing the Phase 1 Environmental Site Assessment Report, the proposed Project has complied with DTSP EIR mitigation measure HAZ-3.

Environmental Determination:

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. The construction and operational phases of the proposed Project includes the transport, storage, and use of petroleum-based fuels, lubricants, pesticides, and other similar materials. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Additionally, the implementation of BMPs stipulating proper storage of hazardous materials and vehicle refueling would be implemented during construction as part of the SWPPP. Furthermore, a Spill Contingency and Emergency Response Plan would be prepared for the approved Project. This plan will address stormwater pollution prevention, hazardous waste management, and fuel system spill prevention. All transport, handling, use, and disposal of substances, such as petroleum products paints, and solvents related to the operation and maintenance of the proposed Project, would comply with all Federal, State, and local laws regulating management and use of hazardous materials. Therefore, the use of such material would not create a significant hazard to the public and potential impacts would be less than significant.

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. The proposed Project would result in the development and operation of an automobile fueling station consisting of a convenience store, fast food restaurant with drive-through, office/caretaker's quarters, storage units, fuel canopy, underground storage tanks, and carwash. During construction, some hazardous materials, such as diesel fuel, would be used. A SWPPP, listing BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements, would be prepared for the proposed Project. The potential risk associated with accidental discharge during use, and storage of, equipment-related hazardous materials would be low, since the handling of such materials would be addressed through the implementation of BMPs. The potential for hazardous unknown wastes or suspect materials to be discovered during construction would be addressed through compliance with DTSP EIR mitigation measure HAZ-5.

The proposed Project would include underground fuel storage tanks. The underground fuel storage tanks to be installed would be a double-walled, fiberglass tank with sensors in the interstitial space to alert the presence of any leaks. The tanks would be installed underground, which minimizes the likeliness of vehicular accidents damaging the tank and resulting in a release. Furthermore, a Spill Contingency and Emergency Response Plan would be prepared for the approved Project. This plan will address storm water pollution prevention, hazardous waste management, and fuel system spill prevention. The Project would also be required to comply with the safety requirements of the Riverside County Fire Department, the Perris Municipal Code, and the California Health and Safety Code. The Project would be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel-dispensing facilities. Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes: physical and mechanical controls of fueling operations, such as automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection (California Health and Safety Code 2014). The proposed Project would not create a significant hazard to the public. Potential impacts would be less than significant and no mitigation is 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?

<u>No Impact.</u> There are no schools within a one-quarter mile of the Project site. The closest schools to the Project site include SIATech Perris Independent Study High School and Perris Elementary School, located approximately 0.4 and 0.8 mile to the northwest, respectively. Palms Elementary School is located approximately 1.16 miles to the north. Sky View Elementary School is located approximately 1.5 miles to the northwest of the Project site. Therefore, no impact would occur, and no mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

<u>No Impact.</u> A significant impact would occur if the Project site were included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The DTSC maintains a database (EnviroStor) that provides access to detailed information on hazardous waste-permitted sites, corrective action facilities, and existing site characterization/remediation data. EnviroStor also provides information on site investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of the Cortese list has revealed that the Project site is not located on a site which is included on a list of hazardous materials sites compiled, pursuant to Government Code Section 65962.5; as such, the proposed Project would not create a significant hazard to the public or the environment. There would be no impact and no mitigation is 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 proposed Project site is immediately north of Perris Valley Airport, in compatibility Zone B1 (Inner Approach/Departure Zone). Zone B1 encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 decibels (dB) community noise equivalent level (CNEL). The Perris Municipal Code identifies prohibited and discouraged uses within each land use compatibility zone, as well as density/intensity standards, plus open land requirements. Non-residential uses are limited to 25 people per gross acre in APZ I, 50 people per acre in APZ II, and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.

The following are prohibited uses in Zone B1:

- Children's schools, daycare centers, libraries;
- Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly;
- Buildings with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs;
- Hazardous materials manufacture/storage;
- Noise sensitive outdoor 15 nonresidential uses;
- Critical community infrastructure facilities;
- Hazards to flight; and
- Uses listed in the Air Installation Compatible Use Zone (AICUZ) as not compatible in APZ I or APZ II.

Pursuant to the Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People, the following usage intensity parameters were used to calculate the occupancy for the proposed Project:

- Storage – 96,343 square feet at 1 person/500 square feet
- Carwash – 1,625 square feet at 1 person/100 square feet

- Fast Food Restaurant – 1,667 square feet at 1 person/100 square feet
- Convenience Market with Gas Pumps – 1,129 square feet at 1 person/100 square feet
- Parking Lot – 48,787 square feet at 1 person/100 square feet

Based on the above, the proposed Project could be occupied by a total of 481 people. Therefore, based on the approximately 10.64 Project site (gross area), the Project would have an average of 45 people per acre.

It should be noted that in APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive), is prohibited unless storage is underground; small quantities of materials may be stored for use on-site. In APZ II, and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. The proposed Project would store all fuel in underground storage tanks.

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

According to the Perris Valley Airport ALUCP, the Project site is located within the 60 dBA CNEL noise contour for Perris Valley Airport. Exhibit N-3 of the City of Perris General Plan Noise Element shows that the Project Site is well outside of the March ARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is well outside the March ARB/IPA 60 dBA CNEL noise contour. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports.

Through adherence with the Perris Municipal Code, implementation of the Project would not result in a safety hazard for people residing or working in the Project area. Therefore, potential impacts would be less than significant.

The Perris Valley Airport ALUCP also requires mitigation for the allowance of intermediate density residential development. However, the proposed Project does not include residential development so DTSP EIR mitigation measure LU-1 would not be applicable to the proposed Project.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed Project would not have any direct effect on an adopted emergency response plan or emergency evacuation plan. The City's Emergency Operations Plan and Emergency Management Program describes the preparation, response, recovery, and mitigation operations which discuss the operational policies and procedures that are used during emergencies (City of Perris 2013a). Project review process includes reviews by the Riverside County Fire Department for consideration of emergency access requirements. The proposed Project's design would meet City standards for required emergency vehicle access and emergency egress of residents. Established City procedures, including plan check, permit issuance, and construction inspection, would ensure implementation of the proposed Project is consistent with the approved design. No impact would occur and no mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to Figure S-5, Wildfire Hazards, of the City of Perris General Plan Safety Element, the Project site is not located in or near an area identified as being a "Wildfire Hazard Area" (Perris, 2022c). Additionally, according to the California Department of Forestry and Fire Protection's (Cal Fire) Fire Hazard Severity Zone (FHSZ) Viewer, the Project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City (CAL Fire, 2024). Therefore, the proposed Project would not subject people or structures to a significant risk of loss, injury, or death involving wildland fires, and no impact would occur.

Mitigation Measures:

As discussed previously, the proposed Project has complied with DTSP EIR mitigation measure HAZ-3 through the preparation of the Phase 1 Environmental Site Assessment Report. DTSP EIR mitigation measures HAZ-1 and HAZ-2 would not be applicable to the proposed Project because no building demolition would occur. DTSP EIR mitigation measure HAZ-4 would not be applicable to the proposed Project because the Project site is not located within the existing and historic railroad rights-of-way. DTSP EIR mitigation measure LU-1 would not be applicable because the proposed Project does include residential uses.

The proposed Project would be required to implement the following DTSP EIR mitigation measure.

HAZ-5: If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:

- Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;
- Notify the City's Project Engineer;
- Secure the area as directed by the Project Engineer; and

- Notify the implementing agency's Hazardous Waste/Materials Coordinator. The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.

4.3.10 Hydrology and Water Quality

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. 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?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☑	☐
iii) 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; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☑	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☑

Introduction:

Hydrology and water quality information presented in this section is based on a Project-specific Hydrology Report and Water Quality Management Plan (WQMP) prepared by ADKAN Engineers, dated November 21 and 28, 2023, respectively, included as Appendices G and H of this document. By preparing the WQMP, the proposed Project has complied with DTSP EIR mitigation measure HWQ-3.

Environmental Determination:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. During construction of the proposed Project, water quality impacts could occur without proper controls. Soils loosened during grading, as well as spills of fluids or fuels from vehicles and equipment, if mobilized or transported off-site in overland flow, have the potential to degrade water quality. Because the area of disturbance affected by construction of the proposed Project exceeds one acre, the proposed Project would be subject to the requirements of the Statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities [General Permit; Order 2009-0009-Division of Water Quality (DWQ)]. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation. During construction, to comply with the General Permit, the Project applicant would be required to implement a SWPPP, which would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. Potential impacts to surface or groundwater quality during construction would be less than significant. These requirements are reflected in DTSP EIR mitigation measures HWQ-1 and HWQ-2.

During operations, the proposed Project would include a stormwater drainage system. Stormwater originating at the Project site would be conveyed to the existing storm drain system within Navajo Road. Potential impacts to surface or groundwater quality during project operation would be less than significant. No mitigation is 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. The Project site falls within the service area of the Eastern Municipal Water District (EMWD) within the San Jacinto Groundwater Management Plan Area. The EMWD's Urban Water Management Plan (UWMP) addresses reliability of its water supplies. Some of the EMWD's water is obtained from the Metropolitan Water District of Southern California (MWD). The MWD has adopted a Water Surplus and Drought Management Plan that recognizes the link between surpluses and shortages and integrates planned responses to both conditions. The Water Surplus and Drought Management Plan will also guide management of regional water supplies to achieve the reliability goals established in MWD's Integrated Resources Plan. The proposed Project would include both pervious (open space, drainage easement, and landscape areas) and impervious (hardscapes, building footprints) surfaces. The proposed Project's stormwater management system would convey stormwater originating in the Project Area to the nearby existing storm drain system. The proposed Project will not substantially decrease groundwater supplies, and will not substantially interfere with groundwater recharge, such that it will impede sustainable groundwater management of the basin. Potential impacts would be less than significant and no mitigation is 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:

i) result in a substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The proposed Project site is located within DTSP watershed C. The proposed Project would require grading of the Project Area, which would result in localized changes in discharge patterns, and this could result in erosion and/or siltation. Erosion and/or siltation during construction would be minimized by implementation of BMPs included in the Project's SWPPP. Furthermore, the proposed Project grading plan and stormwater management system has been designed by a registered civil engineer to meet City development standards and safely collect and convey runoff to existing nearby storm drains. This would be verified by the City in compliance with DTSP EIR mitigation measure HWQ-6. The Project would include on-site storm water treatment to treat the on-site runoff. The stormwater management system has been designed to reduce the erosion potential. Overflows would discharge to existing nearby storm drains. Meanwhile, the Project would require modifications to the existing local drainage structures, so it would not alter the existing drainage pattern of downstream areas or lead to downstream flooding. Potential impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site;

Less Than Significant Impact. As discussed above, during construction, an SWPPP would be implemented to control drainage and maintain drainage patterns across the proposed Project. Also, as discussed in the Hydrology Study prepared for the proposed Project (see Appendix G to this Initial Study/MND), the Project would include on-site storm water treatment to treat the on-site runoff. Overflows would discharge to existing nearby storm drains. The Project would not result in flooding on- or off-site. This would be verified by the City in compliance with DTSP EIR mitigation measure HWQ-6. Therefore, potential impacts would be less than significant.

iii) 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; or

Less Than Significant Impact. As previously discussed, during construction a SWPPP would be implemented. The SWPPP would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. During Project operations, stormwater runoff would be managed by the Project's stormwater system, which has been designed by a registered civil engineer to ensure that the system's components are sized to treat the runoff volumes that are anticipated for the post-development condition. This would be verified by the City in compliance with DTSP EIR mitigation measure HWQ-6. Potential impacts would be less than significant and no mitigation is required.

iv) impede or redirect flood flows?

<u>**No Impact.**</u> There are no streams or waterways on or near the Project Area. The Project Area is not within a flood zone, as identified by the Federal Emergency Management Agency (FEMA) (FEMA 2024). No impact would occur and DTSP EIR mitigation measures HWQ-8 through HWQ-10 would not be applicable to the proposed Project.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

<u>**Less Than Significant Impact.**</u> A significant impact would occur if the Project site were sufficiently close to the ocean or other water body to potentially be at risk of seismically induced tidal phenomena (e.g., seiche and tsunami), or was within a flood zone. According to the California Office of Emergency Services, the Project site is not located within a Tsunami Inundation Zone or Flood Zone. According to the City of Perris General Plan Safety Element, the Project site is located within the Dam Inundation Area for the Lake Perris Dam. The California Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The Perris Dam Modernization Project includes three projects: the Perris Dam Remediation Project, the Outlet Tower Improvements Project, and the Emergency Release Facility Project. The Perris Dam Remediation Project was completed in April 2018. The Outlet Tower Improvements Project is projected to be completed in 2026, and the Emergency Release Facility Project is projected for construction from 2023-2026. This final phase of the Project is scheduled to begin construction in 2025 and would be completed after all the components of the Perris Dam Modernization Project is completed. Therefore, potential impacts would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

<u>**No Impact.**</u> The proposed Project would comply with the Perris Municipal Code (Section 14.22.030) general requirements for the Statewide NPDES stormwater permit for construction activity (Order 98-08 DWQ), and as such, would prepare a SWPPP. The Project would not include the installation or use of groundwater wells; therefore, the proposed Project would not interfere with any groundwater management or recharge plan. Thus, no impact would occur and no mitigation is required.

Mitigation Measures

As discussed previously, the proposed Project has complied with DTSP EIR mitigation measure HWQ-3 through the preparation of the WQMP. DTSP EIR mitigation measures HWQ-4, HWQ-5, and HWQ-7 would not be applicable to the proposed Project because the Project site is not located within DTSP watersheds A, B, or E. DTSP EIR mitigation measures HWQ-8 through HWQ-10 would not be applicable to the proposed Project because the Project site is not located within a flood zone.

The proposed Project would be required to implement the following DTSP EIR mitigation measures.

HWQ-1: Prior to permit issuance and as part of the project's compliance with the NPDES requirements, individual development projects shall prepare and submit a Notice of Intent (NOI) to the California State Water Resources Control Board, providing notification and intent to comply with the State of California General Permit.

HWQ-2: Individual development projects shall prepare a Stormwater Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirement, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the City Engineer for review and approval.

- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development. The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal or all dewatering operation flows and for nuisance flows during construction.

HWQ-6: Prior to issuance of grading permits, future development within watershed E shall provide verification to the satisfaction of the City Engineer that flows associated with the proposed development are mitigated to less than existing conditions or make a fair share contribution toward installation of a storm drain line to intercept runoff within the watershed.

4.3.11 Land Use and Planning

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established residential community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☑	☐	☐

Environmental Determination:

a) Physically divide an established community?

<u>**No Impact.**</u> The proposed Project would develop the site consistent with the existing zoning designation. Developing the vacant site would not physically divide an established community. In addition, the Project would not change roadways or pedestrian bridges or install any infrastructure that would result in physical barriers to accessibility. Thus, the proposed Project would not result in impacts related to the physical division of an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant with Mitigation Incorporated. Table 4-8, City of Perris General Plan Policy Consistency, provides an evaluation of the proposed Project's consistency with the City of Perris General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. As evaluated below, the proposed Project would be consistent with all applicable policies from the Perris General Plan that were adopted to avoid or mitigate environmental effects of new development projects. Therefore, potential impacts associated with land use consistency would be less than significant.

Table 4-8: City of Perris General Plan Policy Consistency

Policy No.	Policy	Statement of Consistency
Circulation Element		
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.	The proposed Project would have direct access to Goetz Road and Case Road; both of which are designated as Primary Arterials in the Circulation Element. Goetz Road is also a designated bus route and designated for a Class IIB buffered bicycle lane. Case Road is designated for a Class I shared-use path. Bike racks would also be installed at the Project site to encourage employees to bike to work. Therefore, the Project would be consistent with Circulation Element Policy I.B.
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.	The proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. The traffic study performed for the Project (see Appendix I) concluded that the current roadway network is sufficient to handle projected traffic demands and the proposed Project would not necessitate any additional roadway or traffic improvements. Nevertheless, to support the City's goal of maintaining and enhancing the transportation network in response to travel demand and future modal shifts, the proposed Project includes the following improvements: • Ellis Avenue Frontage Improvements: Approximately 4,600 square feet of new 8-inch curb and gutter, sidewalk, and asphalt pavement would be installed along the Project frontage. These enhancements would improve pedestrian

Policy No.	Policy	Statement of Consistency
		and vehicular circulation. • Case Road Frontage Improvements: Approximately 5,100 square feet of new 8-inch curb and gutter, sidewalk, and asphalt pavement would be constructed along the Case Road frontage. These improvements would enhance roadway capacity and pedestrian accessibility. • Traffic Signal Modifications: Existing traffic signals at the intersections of Case Road/Goetz Road, Case Road/G Street, and Case Road/Ellis Avenue would be modified to ensure full operational functionality in coordination with the planned roadway widening. These upgrades are intended to improve traffic flow and accommodate increased travel demand. Further, installation of bike racks at the Project site would support development of alternative travel modes. Therefore, the proposed Project would be consistent with Circulation Element Policy II.B.
Policy III.A:	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The proposed Project would not involve or require any changes to the existing transportation system within the City of Perris. Additionally, the Project applicant would also pay the applicable developer impact fees, which may be used by the City for City-wide network improvements. Therefore, the proposed Project would be consistent with Circulation Element Policy III.A.
Policy V.A:	Provide for safe movement of goods along the street and highway system.	The proposed Project would be located adjacent to a designated truck route (Case Road). This street would allow for the movement of goods to and from the Project site without compromising the circulation or safety of local roads. Therefore, the proposed Project would be consistent with Circulation Element Policy V.A.

Policy No.	Policy	Statement of Consistency
Conservation Element		
Policy II.A:	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	The proposed Project would be consistent with the Western Riverside County MSHCP upon implementation of the mitigation measures identified in Section 4.3.4, Biological Resources, of this Initial Study. Furthermore, the Project applicant would be required to pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Therefore, the proposed Project would be consistent with Conservation Element Policy II.A.
Policy III.A:	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	Consistency and compliance with the MSHCP is discussed in Section IV, Biological Resources, of this Initial Study. The Project would comply with the applicable policies set forth by the MSHCP. Therefore, the proposed Project would be consistent with Conservation Element Policy III.A.
Policy IV.A:	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	A Cultural Resources Study and a Paleontological Assessment were prepared for the proposed Project to address potential impacts to historic, archaeological, and paleontological resources. As discussed in Sections 4.3.5, Cultural Resources, 4.3.7, Geology and Soils, and 4.3.18, Tribal Cultural Resources, there are no known historic, archaeological, or paleontological resources that would be impacted by Project implementation. Nonetheless, mitigation measures identified in Sections 4.3.5 and 4.3.7 would be implemented to address potential impacts to unknown archaeological and paleontological resources that might be encountered during Project development. Therefore, the proposed Project would be consistent with Conservation Element Policy IV.A.

Policy No.	Policy	Statement of Consistency
Policy V.A:	Coordinate land-planning efforts with local water purveyors.	As discussed in Section 4.3.19, Utilities and Service Systems, the water provider for the Project site, the EMWD, prepared and approved a Will Serve Letter for the proposed Project in April 2025 indicating that the EMWD will provide water/sewer services to the proposed Project. Therefore, the proposed Project would be consistent with Conservation Element Policy V.A.
Policy VI.A:	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As discussed in Section 4.3.10, Hydrology and Water Quality, of this Initial Study, the Project developer would be required to prepare a SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit, Waste Discharge Requirements, Order No. 2009-0009-DWQ) to reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the proposed Project would be consistent with Conservation Element Policy VI.A.
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	The proposed Project site is void of any hillsides or rock outcroppings. Therefore, the proposed Project would not conflict with Conservation Element Policy VII.A.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.	The proposed Project would support alternatives to single-occupant vehicle travel by incorporating bicycle racks and pedestrian improvements along Ellis Avenue and Case Road. Additionally, the site is located within 0.5 mile of three existing bus stops, providing access to public transit. Therefore, the proposed Project would not conflict with Conservation Element Policy IX.A.

Policy No.	Policy	Statement of Consistency
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.	The proposed Project incorporates landscaping with trees and vegetation throughout the site, consistent with CALGreen (Title 24) requirements for shade and heat island mitigation. Therefore, the Project is consistent with this policy.
Policy X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	The proposed Site Plan has been designed to strategically place the buildings within the unique triangular shape of the Project site. Therefore, the proposed Project would not conflict with Conservation Element Policy X.C.
Healthy Community Element		
Policy HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	The proposed Project would include adequate lighting, including security lighting along the building exteriors and wall and pole- mounted lights in the parking areas. The Project site is within an urban area so no defensible space is required. Therefore, the proposed Project would be consistent with Healthy Community Element Policy HC 1.3.
Policy HC 3.5	Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	The proposed Project would generate employment opportunities during both the construction and operational phases, including positions in retail, maintenance, and site management. Project construction would generate short-term opportunities for construction trades. Therefore, the proposed Project would be consistent with Healthy Community Element Policy HC 3.5.

Policy No.	Policy	Statement of Consistency
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.	In compliance with California Title 24 Building Energy Efficiency Standards, all new buildings will be constructed to meet high energy performance criteria and will be solar ready, enabling future installation of solar photovoltaic systems. The Project would provide electric vehicle (EV) parking spaces and bicycle racks, promoting the use of alternative fuel vehicles and active transportation modes. These features would help to reduce emissions and support healthier travel options. Additionally, the site's proximity to three existing bus stops within 0.5 mile and planned pedestrian improvements along Ellis Avenue and Case Road would enhance access to public transit and non-vehicular travel. Therefore, the proposed Project would be consistent with Healthy Community Element Policy HC 6.1.
Policy HC 6.2	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	As discussed in Section 4.3.10, Hydrology and Water Quality, the Project would incorporate site design, source control and treatment control BMPs to address storm water runoff. Specifically, the Project would implement two bioretention basins to treat storm water runoff before it leaves the Project site. Additionally, the Project would implement a City approved Project-specific WQMP. Water quality would be protected during construction through implementation of a City approved SWPPP pursuant to the statewide Construction General Permit issued by the SWRCB. The Project would support regional water conservation efforts through the use of drought tolerant low water usage trees, shrubs, and ground cover in the Project's landscaping plan. Use of mulch in the planted areas, as identified in the landscape plans, would retain moisture and reduce the need for irrigation.

Policy No.	Policy	Statement of Consistency
		Therefore, the proposed Project would be consistent with Healthy Community Element Policy HC 6.2.
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	As discussed in Section 4.3.3, Air Quality, the proposed Project would comply with the existing South Coast AQMD rules and regulations aimed at reducing emissions of pollutants. The Project would not exceed any South Coast AQMD daily emissions thresholds. Therefore, the proposed Project would be consistent with Healthy Community Element Policy HC 6.3.
Land Use Element		
Policy II.A:	Require new development to pay its full, fair-share of infrastructure costs.	The Project applicant would be required pay applicable development impact fees pursuant to Perris Municipal Code Chapter 19.68.020 to mitigate the cost of public facilities to support new development. Thus, the proposed Project would be consistent with Land Use Element Policy II.A.

Policy No.	Policy	Statement of Consistency
Policy II.B:	Require new development to include school facilities or pay school impact fees, where appropriate.	The Project applicant would be required to pay applicable school facilities fees as required by local and state laws. Thus, the proposed Project would be consistent with Land Use Element Policy II.B.
Policy III.A:	Accommodate diversity in the local economy.	The proposed Project would provide commercial and storage service3s to local residents and businesses. Further, the Project would generate new local tax revenue from the local economy. Therefore, the proposed Project would be consistent with Land Use Element Policy III.A.
Policy V.A:	Restrict development in areas at risk of damage due to disasters.	The proposed Project site is not located within an area of significant risk due to human or natural disasters. Therefore, the proposed Project would be consistent with Land Use Element Policy V.A.
Noise Element		
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	According to the City of Perris General Plan Noise Element, exterior noise levels of up to 65 dBA CNEL are considered to be "Normally Acceptable" for commercial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 65 and 75 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed commercial buildings and self-storage office space would be built using conventional construction techniques with closed windows with air conditioning. According to Appendix G of the Noise Element, the future 70 dBA CNEL noise contour for Case Road is expected to extend up to 48 from the centerline of the roadway, the future 70 dBA

Policy No.	Policy	Statement of Consistency
		CNEL noise contour for Goetz Road is expected to extend up to 50 from the centerline of the roadway, and the future 70 dBA CNEL noise contour for Ellis Avenue is expected to extend up to 59 from the centerline of the roadway. The proposed commercial buildings and self-storage office space would be located greater than these distances. Therefore, the buildings would not be exposed to roadway noise levels that exceed the applicable Noise Element standards. According to the Perris Valley Airport ALUCP, the Project site is located within the 60 dBA CNEL noise contour for Perris Valley Airport. Exhibit N-3 of the City of Perris General Plan Noise Element shows that the Project Site is well outside of the March ARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is well outside the March ARB/IPA 60 dBA CNEL noise contour. Therefore, the proposed Project would be consistent with Noise Element Policy I.A.
Policy II.A	Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing noise- sensitive receptors.	The proposed Project does not involve or require any roadway widening. Therefore, this policy is not applicable to the proposed Project.
Policy V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria	The nearest sensitive receptors are multi-family residential uses (apartment complex) located to the west of the Project site where the building façade is approximately 730 feet from the center of the Project site (300 feet from the Project site boundary). Therefore, this policy is not applicable to the proposed Project.

Policy No.	Policy	Statement of Consistency
Safety Element		
Policy S-2.1:	Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	The Project includes roadway improvements and traffic signal modifications, in accordance with City standards. These improvements would enhance emergency vehicle access and support evacuation routes. Therefore, the proposed Project would be consistent with Safety Element Policy S-2.1.
Policy S-2.2:	Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	The proposed Project would connect to the existing infrastructure surrounding the Project site. Therefore, the proposed Project would be consistent with Safety Element Policy S- 2.2.
Policy S-2.3:	Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.	The Project Site is located within the urbanized area of the City and would have direct access to Goetz Road and Case Road. Therefore, the proposed Project would be consistent with Safety Element Policy S- 2.3.
Policy S-2.5:	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	The proposed Project would provide two access points along Goetz Road and three access points along Case Road. Therefore, the proposed Project would be consistent with Safety Element Policy S-2.5.
Policy S-4.1:	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	The Project site is not located outside within a flood zone, as identified by FEMA. Therefore, the proposed Project would be consistent with Safety Element Policy S- 4.1.
Policy S-4.3:	Require new development projects and major remodels to control stormwater runoff on site.	As described in Section 4.3.10, Hydrology and Water Quality, the proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated on-site. Therefore, the proposed Project would be consistent with Safety Element Policy S-4.3.

Policy No.	Policy	Statement of Consistency
Policy S-4.4:	Require flood mitigation plans for all proposed Projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	The Project site is outside of FEMA's 100-Year Flood Zone; therefore, a flood mitigation plan is not required. Thus, the proposed Project would be consistent with Safety Element Policy S-4.4.
Policy S-4.5:	Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	The Project site is within the Perris Dam Inundation Zone. The Project would not conflict with inundation notification protocols. Therefore, the proposed Project would be consistent with Safety Element Policy S- 4.5.
Policy S-5.3:	Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	As discussed in Sections 4.3.9, Hazards and Hazardous Materials, and 4.3.20, Wildfire, the Project site is not located within or near a designated area for wildfire hazards (e.g. High or Very High Fire Hazard Severity Zone). Therefore, the proposed Project would be consistent with Policy S-5.3.
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.	The proposed Project would provide two access points along Goetz Road and three access points along Case Road. Therefore, the Project would be consistent with Safety Element Policy S-5.6.
Policy S-5.10:	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	As discussed in Section 4.3.19, Utilities and Service Systems, the proposed Project would be served by the EMWD, which has issued a Will Serve Letter confirming its commitment to provide water service to the Project. This includes sufficient supply and conveyance capacity to meet daily operational demands and firefighting requirements. Therefore, the proposed Project would be consistent with Safety Element Policy S-5.10.
Policy S-6.1:	Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	As discussed in Section 4.3.9, Hazards and Hazardous Materials, the proposed Project would comply with the applicable requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March ARB/IPA. Therefore, the proposed Project would be consistent with Safety Element Policy S-6.1.

Policy No.	Policy	Statement of Consistency
Policy S-6.2:	Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	As discussed in Section 4.3.9, Hazards and Hazardous Materials, the proposed Project would be consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for March ARB/IPA. Therefore, the proposed Project would be consistent with Safety Element Policy S-6.2.
Policy S-6.3:	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	As discussed in Section 4.3.9, Hazards and Hazardous Materials, the proposed Project would be consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUCP Airport Influence Area for Perris Valley Airport and March ARB/IPA. Therefore, the proposed Project would be consistent with Safety Element Policy S- 6.3.
Policy S-7.1:	Require all development to provide adequate protection from damage associated with seismic incidents.	As discussed in Section 4.3.7, Geology and Soils, the Project would comply with the seismic standards in the current California Building Code to reduce seismic impacts. Therefore, the proposed Project would be consistent with Safety Element Policy S-7.1.
Policy S-7.2:	Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	As discussed in Section 4.3.7, Geology and Soils, a Geotechnical Evaluation and Infiltration Study (included as Appendix D of this Initial Study), was conducted for the Project by State-licensed professionals. Therefore, the proposed Project would be consistent with Safety Element Policy S-7.2.
Policy S-8.2:	Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	As discussed in Section 4.3.9, Hazards and Hazardous Materials, the routine use and transport of hazardous materials would comply with applicable laws and regulations. Therefore, the proposed Project would be consistent with Safety Element Policy S-8.2.

Policy No.	Policy	Statement of Consistency
Environmental Justice Element		
Goal 3.1 Policy:	Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	The proposed Project would develop the site consistent with the existing Downtown Specific Plan land use designation. The north and east areas surrounding the Project site are dominantly commercial. As such, the proposed Project would be compatible with surrounding uses. As described in Section 4.3.13, Noise, impacts to the nearest sensitive use would be less than significant since noise emanating from the Project would be below the City's noise standards. Therefore, the proposed Project would be consistent with this Environmental Justice Element Goal 3.1 Policy.
Goal 3.1 Policy:	Support identification, clean-up and remediation of local toxic sites through the development review process.	As discussed in Section 4.3.9, the Project site is not in or adjacent to a toxic site. Therefore, the proposed Project would be consistent with this Environmental Justice Element Goal 3.1 Policy.
Goal 3.1 Policy:	As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	This policy is not applicable to the proposed Project as it does not involve industrial development or buildings exceeding 100,000 square feet.
Goal 5.1 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.	The proposed Project includes pedestrian improvements along Ellis Avenue and Case Road, enhancing walkability and connectivity to nearby transit stops. Additionally, the Project would provide bicycle racks, supporting active transportation and encouraging alternatives to single-occupant vehicle travel. Therefore, the proposed Project would be consistent with this policy.

Mitigation Measures:

None required.

4.3.12 Mineral Resources

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a 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?	☐	☐	☐	☑

Environmental Determination:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. Riverside County General Plan shows that the Project site and surrounding area is located within Mineral Resource Zone 3 (MRZ-3), meaning the significance of mineral deposits is undetermined, and the site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County, 2015a, Figure OS-6). Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur.

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. The Project site is not located within an area designated by the State Mining and Geology Board as being of regional or Statewide significance (Riverside County 2015a, Figure OS-6). As described in part a), the Project site and surrounding areas do not contain known mineral resources. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land use plan, would occur as a result of the Project.

Mitigation Measures:

None required.

4.3.13 Noise

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c) For a project located within 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?	☐	☐	☑	☐

Environmental Determination:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The Project would generate temporary noise from construction of the Project and permanent noise from the operation of the proposed fueling stations, fast food restaurant with drive-through, convenience store, carwash, and storage uses.

Construction Noise

The proposed Project calls for the development of new fueling station, fast food restaurant with drive-through, convenience store, carwash, and storage uses. Most noise would occur during the site preparation, grading, building construction, and paving phase in which heavy equipment would be operating.

During each of the five construction phases, there would be a different mix of equipment operating, and cumulative noise levels would vary based on the amount of equipment in operation and the location of each activity at the Project site. In general, use of off-road equipment and portable equipment would generate noise due to engine and gravity drops (dumping, unloading). Construction activities typically generate maximum noise levels in the range of 70 dBA to 90 dBA at a distance of 50 feet.

Project construction will comply with Municipal Code Section, 7.34.060 – Construction Noise which states "It is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city."

Types of equipment (FHWA 2006) to be used during the Project and noise-emitting characteristics (i.e., usage factors, reference dBA, and percussive source) are shown in Table 4-6, consistent with CalEEMod outputs (Attachment 1 of Appendix A). The FTA's detailed analysis approach was used in the evaluation of potential construction noise impacts. The Project is expected to require up to approximately 13 months of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases:

1. Site preparation;
2. Grading;
3. Building construction;
4. Paving; and
5. Architectural coating.

Deviations from this schedule would not affect the noise analysis because noise does not persist or accumulate in the environment. Temporary construction noise would be limited to the City's allowable construction hours and would permanently cease upon completion of construction.

Project impacts are evaluated against the Perris Municipal Code noise limits of 80 dBA L_{max}. The nearest sensitive receptors are multi-family residential uses (apartment complex) located to the west of the Project site where the building façade is approximately 730 feet from the center of the construction zone. Table 4-9 shows a comparison of RCNM-estimated daytime exterior noise levels for peak construction activities at the nearest receptors with respect to the thresholds. If the thresholds are not exceeded, then a project should be considered acceptable, i.e., less than significant. Because the Project's construction activities would occur during the daytime, consistent with the allowed hours of construction activities, as well as result in construction noise levels that are below the City's construction noise threshold of 80 dBA L_{max}, a less than significant noise impact would occur related to Project construction noise levels.

Table 4-99: Construction Noise Impacts – Nearest Sensitive Receptor

Construction Phases	Modeled Noise Level (L_{max} dBA)	Significance Threshold (L_{max} dBA)[1]	Significant?
Site Preparation	67	80	No
Grading	67	80	No
Building Construction	66	80	No

Paving	69	80	No
Architectural Coating	57	80	No

Sources: CalEEMod 2022.1.1.29, FHWA 2006, FTA 2018, Niland & Elam 2021Notes:

[1] City of Perris, Municipal Code Section, 7.34.060 Construction Noise

Although the construction noise impact would be less than significant, the proposed Project would be required to implement DTSP EIR mitigation measures NOI-1 and NOI-2.

Operational Noise

Upon completion of construction and occupancy of the proposed Project, on-site operational noise would be generated mainly by the proposed carwash, drive-through order counter, heating, ventilating, and air conditioning (HVAC) equipment, parking activities, landscaping maintenance, solid waste removal (e.g., trash trucks), as well as off-site Project traffic noise increases.

At 50 feet from a drive-through order counter, the noise level is approximately 60 dBA or lower, depending on the specific setup and noise reduction measures in place. Noise associated with parking activities includes vehicle ingress/egress, tire squeals, engine starts, and car door slams. Parking lot noise levels typically are about 40 dBA at 50 feet. Vehicle noise from light-duty passenger vehicles is relatively low, especially when driving at low speeds. Access to the proposed parking areas would occur from Case Road. Project related parking noise would be attenuated by the substantial distance to the nearest offsite land uses. Due to the relatively low volume of Project-related vehicle traffic, as well as the noise attenuation provided by the distance of the parking driveway, parking lot noise would result in less than significant impacts to the nearest noise sensitive uses.

The Project also includes a drive-through car wash. The primary sources of noise for a car wash are associated with the car wash blowers used for drying the washed cars as well as vacuums. The blowers and vacuums generate noise levels of approximately 60 dBA L_{eq} at 50 feet (EcoAcoustics 2020). Although there is no established formula to convert L_{eq} to L_{max}, a conservative estimate was applied by adding 5 dB to the L_{eq} values to approximate L_{max}, as this adjustment is considered appropriate for relatively steady noise sources such as carwash operations. The blowers would be located near the exit of the carwash facility to the north of the building and benefits from noise attenuation provided from both the intervening convenience store building as well as the carwash building. The blowers are located approximately 630 feet to the façade of the nearest offsite noise sensitive residential uses to the west of the Project site. Noise associated with these blowers would be substantially attenuated by the large distance as well as the car wash building and the intervening convenience market building. To provide a conservative analysis, no reduction was taken for noise attenuation from these structures. In addition, lower noise levels can also be accounted for if the automated carwash entry/exit doors are closed.

HVAC condenser units range in noise levels depending on the size, quantity, and model of the units. Based on a major manufacturer's data (Lennox 2020), noise levels of single units range from 25-57 dBA at 50 feet. Section 17.84.040.C of the Perris Municipal Code limits noise from stationary sources.

Noise generated by solid waste (trash) removal is about 60 dBA at 50 feet and is governed by Perris Municipal Code Section 7.34.070 – Refuse vehicles and parking lot sweepers which states "No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 p.m. to 7:00 a.m. in any residential area unless a permit has been applied for and granted by the city." Compliance with this limitation would limit noise generation to daytime hours when people are less sensitive to noise.

Landscaping equipment can produce noise levels of 65 to 80 dBA at 50 feet. Landscaping activities would be limited to daytime hours when people are less sensitive to noise.

In order to be conservative, it was assumed that drive-through order counter, carwash, trash collection, and landscaping would occur simultaneously. As shown in Table 4-10 the combined noise levels from the proposed Project at the nearest sensitive receptor would be approximately 51 dBA, which is below the City's noise limit of 80 dBA L_{max} for daytime hours and 60 dBA L_{max} for nighttime. As such, noise impacts from on-site stationary sources would be less than significant and no mitigation is required.

Table 4-10: Operational Noise Impacts – Nearest Sensitive Receptor

Noise Sources	Usage Factor	Reference Noise Level at 50 ft (L_{max} dBA)	Operational Noise Level (L_{max} dBA)
Automated carwash entry/exit without doors	100%	65	43
Vacuum	100%	65	43
Drive-thru order counter	100%	60	38
HVAC	100%	57	41
Trash Collection	100%	70	48
Landscaping	100%	65	43
Parking lot	100%	40	18
Combined Operational Noise Levels			**52**

Roadway noise impacts were evaluated in the DTSP EIR. DTSP EIR Table 5.5-6 shows that future development of the Downtown area under the DTSP would not cause a substantial increase in roadway noise levels. The proposed Project is consistent with the existing DTSP land use designation for the Project site. Therefore, it would not generate more vehicle trips or roadway noise levels than evaluated in the DTSP EIR. Therefore, the proposed Project would not result in a substantial increase from operational traffic noise and the impact would be less than significant.

Thus, Project operational would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City of Perris General Plan or Perris Municipal Code. Therefore, potential impacts from operation noise would also be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. During construction activities, such as site preparation, and grading, the Project would generate minor levels of vibration due to operation of off-road equipment, portable equipment, and vehicles at or near the Project site. Although there would be some excavation in typical soil for the Project area, construction plans do not include intense percussive actions (e.g., hard rock-breaking, large pile-driving). As such, DTSP EIR mitigation measure NOI-3 would not be applicable to the proposed Project.

Vibration attributable to Project related construction activities was assessed at the façades of the nearest offsite buildings proximate to the Project site. The nearest off-site structure (building façade) approximately 75 meters (246 feet) from the boundary of the site would be exposed to a peak particle velocity (PPV) of approximately 0.01 inch/second, which is well below the Federal Transit Administration's 0.2 inch/second threshold for physical damage to buildings and human annoyance. Therefore, no strong groundborne vibrations are expected to be generated that could affect nearby structures or be noticeable to their occupants. The proposed Project would have a less than significant impact with regards to groundborne vibration and noise levels.

Table 4-11: Federal Transit Administration Construction Equipment Vibration Reference Levels and Impacts - Common Equipment

Construction Equipment Type	Reference PPV at 25 feet (inch/second)	Nearest Building at 60 feet (inch/second)
Vibratory Roller/Compactor	0.210	0.06
Hoe Ram/Hydraulic Breaker	0.089	0.02
Large Bulldozer/Crawler Tractor	0.089	0.02
Caisson Drilling/Boring	0.089	0.02
Loaded Dump Trucks	0.076	0.02
Jackhammer (pneumatic)	0.035	0.01
Small Bulldozer/Excavator/Backhoe	0.003	0.0008
Maximum Vibration Exposure Level (inch/second)		**0.06**
Building Damage Threshold (inch/second)		**0.2**
Human Annoyance Threshold (inch/second)		**0.2**
Potentially Significant?		**No**

Source: Federal Transit Administration 2018

c) 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?

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

According to the Perris Valley Airport ALUCP, the Project site is located within the 60 dBA CNEL noise contour for Perris Valley Airport. Exhibit N-3 of the City of Perris General Plan Noise Element shows that the Project Site is well outside of the March ARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is well outside the March ARB/IPA 60 dBA CNEL noise contour. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports.

The proposed Project site is immediately north of Perris Valley Airport. According to the Perris Valley Airport ALUCP, the Project site is located within the 60 dBA CNEL noise contour for Perris Valley Airport.

Exhibit N-3 of the City of Perris General Plan Noise Element shows that the Project Site is well outside of the March ARB/IPA 60 dBA CNEL noise contour. In addition, Figure 4-2 of the more recent Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Site is well outside the March ARB/IPA 60 dBA CNEL noise contour. Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels associated with airports and impacts would be less than significant.

Mitigation Measures:

DTSP EIR mitigation measure NOI-3 would not be applicable to the proposed Project because pile-driving is not proposed or anticipated. DTSP EIR mitigation measure NOI-4 would not be applicable because proposed Project does not include sensitive receptors.

The proposed Project would be required to implement the following DTSP EIR mitigation measures.

NOI-1: To reduce noise impacts due to construction, project applicants shall require construction contractors to implement a site-specific noise reduction program, subject to City review and approval, which includes the following measures, ongoing through demolition, grading, and/or construction:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.

However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.
- If feasible, the noisiest phases of construction shall be limited to less than 10 days at a time.

NOI-2: Prior to the issuance of each grading permit, project applicants shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures shall include the following:

- A procedure and phone numbers for notifying the City Building Department staff and Perris Police Department (during regular construction hours and off-hours);
- A sign posted on-site pertaining the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
- The designation of an on-site construction complaint and enforcement manager for the project. The manager shall act as a liaison between the project and its neighbors. The manager's responsibilities and authority shall include the following:
    - An active role in monitoring project compliance with respect to noise;
    - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
    - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
    - Intervening or discussing mitigation options with contractors.
- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

4.3.14 Population and Housing

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. 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)?	☐	☐	☑	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Environmental Determination:

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)?

<u>**Less Than Significant Impact.**</u> A potentially significant impact would occur if the Project induced substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. According to the United States Census Bureau, the City's population is 79,294 as of July 2019. The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 121,000 by the year 2045 (SCAG, p. 39). The proposed Project does not involve construction of any new homes and would not contribute to a direct increase in the City's population. The proposed Project consists of allowed uses under the existing General Plan land use and DTSP zoning designations for the site, which are used by both local and regional agencies to determine anticipated growth. Given this, construction and operation of the proposed Project would not significantly induce substantial unplanned population growth, either directly or indirectly. Therefore, impacts would be less than significant.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project resulted in displacement of existing housing units, necessitating the construction of replacement housing elsewhere. There are no homes located on the Project property. Therefore, the Project would have no impact related to displacement of existing people or housing.

Mitigation Measures:

None required.

4.3.15 Public Services

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. 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:				
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☑	☐
Parks?	☐	☐	☑	☐
Other public facilities?	☐	☐	☑	☐

Environmental Determination:

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:

Fire protection?

Less Than Significant Impact. Fire protection and emergency medical response services in the City are provided to the City of Perris by the Riverside County Fire Department. The City of Perris has 27 firefighters assigned to two fire stations. The Project site is served by Fire Station No. 1 (210 West San Jacinto Avenue) and 101 (105 South F Street), located within one mile of the site.

As discussed in Section 4.3.14, the Project would not directly induce substantial population growth in the City. Additionally, the permanent employees generated by the Project would be accounted for within the planned growth of the City. Although the Project would potentially result in a slight increase in calls for service to the Project site, in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new Fire Department facilities. Further, the City has adopted Perris Municipal Code Section 19.68.020, Development Impact Fees, to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the City (City of Perris 2022c). The Project applicant would be required to pay the development impact fees to offset potential impacts to the local fire department. This is a standard Condition of Approval and, pursuant to CEQA, is not considered mitigation.

It is anticipated that the Project would be adequately served by existing Riverside County Fire Department facilities, equipment, and personnel. This would be confirmed in compliance with DTSP EIR mitigation measure FPS-1. Therefore, potential impacts to fire services as a result of project development would be less than significant.

Police protection?

Less Than Significant Impact. Police protection services in the City are provided by the Riverside County Sheriff's Office Perris Station. The Sheriff's Office Perris Station (137 North Perris Boulevard) is located approximately one mile north of the Project site.

The Project site is already within the Sheriff's Office Perris Station's service area, and, once operational, the Project would continue to be served by the Sheriff's Office Perris Station. As previously mentioned, the Project would not directly induce substantial population growth in the City. Additionally, permanent employees generated by the Project would be accounted for within the planned growth of the City. Although the Project would potentially result in a slight increase in calls for service to the Project site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new Sheriff's Office facilities. The proposed Project would be reviewed by the City to ensure that it incorporates environmental design standards identified by the Sheriff's Office to address public safety and crime prevention measures including adequate exterior lighting of promenades and walkways, and surveillance cameras and video systems. This is enforced by DTSP EIR mitigation measure POL-1. Further, the City has adopted Perris Municipal Code Section 19.68.020, Development Impact Fees, to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the City (City of Perris 2022c). The Sheriff's Office receives a portion of these development impact fees, which are collected and distributed in order to offset the impact of developing new facilities to support sheriff services. The Project applicant would be required to pay the development impact fees to offset potential impacts to the local police department. This is a standard Condition of Approval and pursuant to CEQA, is not considered mitigation.

It is anticipated that the Project would be adequately served by existing Riverside County Sheriff's Office facilities, equipment, and personnel. Therefore, potential impacts to police services as a result of project development would be less than significant.

Schools?

Less Than Significant Impact. The Project site is located within the boundaries of the Perris Elementary School District and Perris High School District. The Project would not directly create a source of students, as the Project does not involve the development of new residential land uses. Therefore, no school-age children would be living at the Project site, and no direct demand for school services and facilities would occur. Additionally, as previously discussed, it is expected that the new jobs that would be created by the Project would be filled by individuals that reside in the area. Appropriate development impact fees, as required by State law, shall be assessed and paid by the developer to the school districts. Section 65995(b) of the California Government Code establishes the base amount of allowed development impact fees and allows increases in the base fee every two years. This is enforced by DTSP EIR mitigation measure SCH-1. Pursuant to the Leroy F. Greene School Facilities Act of 1998, payment of school impact fees constitutes complete mitigation for project-related impacts to school services under CEQA. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the payment of the required development impact fees, and with no additional students generated from the Project, no significant impacts to school services would result. The Project would not require the construction of new or expanded school facilities, and any potential environmental impact on schools would be less than significant.

Parks?

Less Than Significant Impact. The proposed Project would not directly require the construction or expansion of public recreational facilities, as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable development impact fees would be assessed and paid towards parks. This is enforced by DTSP EIR mitigation measure PR-1. With the required payment of these development impact fees, the potential impacts to parks and other public recreational facilities would be less than significant.

Other public facilities?

Less Than Significant Impact. The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City contracts with the Riverside County Public Library System and provides library services at Perris Branch Library, located at 163 East San Jacinto Boulevard, approximately one mile north of the proposed Project site. The proposed Project would be subject to development impact fees that are used to construct new public facilities, including library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not include new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, potential impacts related to libraries would be less than significant.

Mitigation Measures:

The proposed Project would be required to implement the following DTSP EIR mitigation measures.

FPS-1: Prior to building permit issuance, the City of Perris and Riverside County Fire Department shall review fire service and equipment needs to determine whether additional personnel or equipment would be required to adequately serve the additional increase in development to the area. If it is determined that additional staffing and/or equipment is needed, funding for the additional personnel or equipment shall be committed prior to the issuance of building permits within the Plan area.

POL-1: Prior to issuance of building permits, individual project developers shall incorporate environmental design standards identified by the Riverside County Sheriff's [Office] to address public safety and crime prevention measures, including adequate exterior lighting of promenades and walkways and surveillance cameras and video systems within commercial areas, subject to the approval and verification of the Planning [Division].

SCH-1: Individual project applicants shall pay all applicable Development Impact Fees to the Perris Elementary School District and Perris Union High School District prior to final project approval and issuance of certificates of occupancy. Proof of fee payment shall be provided to the City of Perris.

PR-1: Prior to approval of final maps, individual project developers shall dedicate land, or pay to the City of Perris in-lieu fees or some combination thereof as determined by the City pursuant to Ordinance Number 953.

4.3.16 Recreation

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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?	☐	☐	☑	☐
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?	☐	☐	☐	☑

Environmental Determination:

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?

<u>Less Than Significant Impact.</u> The proposed Project would not create a direct increase in the use of public recreational facilities. Although the proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs would be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities would be offset through payment of the applicable development impact fees. This is enforced by DTSP EIR mitigation measure PR-1. With the required payment of these development impact fees, potential impacts to parks and other public recreational facilities would be less than significant and no mitigation is 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?

No Impact. The proposed Project does not include recreational facilities or require the construction of recreational facilities. No impact would occur.

Mitigation Measures:

The proposed Project would be required to implement the following DTSP EIR mitigation measure.

PR-1: Prior to approval of final maps, individual project developers shall dedicate land, or pay to the City of Perris in-lieu fees or some combination thereof as determined by the City pursuant to Ordinance Number 953.

4.3.17 Transportation

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

Introduction:

Mizuta Traffic Consulting (MTC) prepared a project-specific traffic memorandum. The memorandum includes a comprehensive review of the site plan and other project-related documents. The study concluded that the current roadway network is sufficient to handle projected traffic demands and the proposed Project does not necessitate any additional roadway or traffic improvements. MTC also completed the City's VMT Scoping Form for Land Use Projects for the proposed Project, indicating that the proposed Project is a locally serving retail use and is expected to generate a net total of 966 trips per day. Both documents are included as Appendix I of this Initial Study.

Environmental Determination:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

<u>**Less Than Significant Impact.**</u> DTSP EIR mitigation measures TR-1 through TR-5 required the City of Perris to establish traffic mitigation fee program in order to implement intersection improvements and operate as the appropriate funding mechanism for the needed improvements. These are actions for the City and are not applicable to the proposed Project.

As part of the proposed Project, Ellis Avenue along the Project frontage would be improved to provide 4,600 square feet of 8-inch curb and gutter, sidewalk and asphalt pavement except for a portion at the intersection of Case and Ellis, which was recently improved with Portland Cement Concrete. Case Road along the Project frontage would be improved to provide 5,100 square feet of 8-inch curb and gutter, sidewalk, and asphalt pavement except for a portion at the intersection of case and Ellis. The traffic signals at the intersections of Case Road/Goetz Road, Case Road/G Street, and Case Road/Ellis Avenue would be modified and fully operational to accommodate the roadway widening of Case Road and Ellis Avenue. This is consistent with the requirements of DTSP EIR mitigation measure TR-8. All roadway improvements proposed by the Project applicant are consistent with the transportation system that is planned for the area by the City of Perris General Plan Circulation Element and would serve the Project. In addition, the applicant would financially support the transportation system through Transportation Uniform Mitigation Fees (TUMF), to pay the projects fair share of the cost to maintain and improve the intersection operations within the City of Perris. This is consistent with the requirements of DTSP EIR mitigation measure TR-7. Additionally, as discussed in detail in Appendix I, it has been determined that the current roadway network is sufficient to handle projected traffic demands and the proposed Project would not require additional roadway or traffic infrastructure improvements. A less than significant impact would occur from the Project to the City of Perris General Plan goals and policies addressing the city circulation system.

b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and level of service (LOS) from consideration for transportation impacts under CEQA. Pursuant to CEQA Guidelines section 15064.3 (b), a significant impact to the transportation system may now occur if the Project causes an increase VMT that surpasses established traffic impact criteria. Because the City may no longer use vehicle delay or LOS as a means of evaluating project transportation impacts, DTSP EIR mitigation measure TR-6 would no longer be applicable to the proposed Project.

On June 9, 2020, the City of Perris adopted its Transportation Impact Analysis Guidelines for CEQA (TIA Guidelines) to help ensure that land use development and transportation projects comply with the latest CEQA requirements regarding VMT. The Perris TIA Guidelines are based on the recommendations provided in the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA and the Western Riverside Council of Governments Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (updated March 2020).

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment (Perris 2018, p. 2). According to the TIA Guidelines, a project is presumed to have a less than significant impact on VMT if the Project satisfies at least one of the following VMT screening criteria:

- Is the project 100% affordable housing?
- Is the project within one-half 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 average daily trips (ADTs)?

The proposed Project would be a local serving land use (see Appendix I for more detail). Thus, the proposed Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b). The proposed Project would have a less than significant VMT impact and no mitigation is required.

c) 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. Roadway improvements in and around the Project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, as well as incorporate design standards tailored specifically to site access requirements, pursuant to Section 19.44.080 (site and architectural design guidelines) of the Perris Municipal Code. Entrances and exits to and from the Project site would be marked clearly with appropriate directional signage where multiple access points are provided. All site access points and driveway aprons have been designed, and would be constructed, to adequate widths for public safety, pursuant to the California Fire Code and Perris Municipal Code Section 19.44.080(b)(5) and (6). The City, at final plan check, would ensure that all improvements associated with the Project are consistent with California Fire Code and Perris Municipal Code standards and requirements; adherence to these standards and requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Therefore, no substantial increase in hazards due to a design feature would occur. Potential impacts would be less than significant and mitigation is not required.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would be required to comply with the City's development review process, including review by the Riverside County Fire Department, for compliance with all applicable fire code requirements for construction and access to the site. This would ensure that the proposed Project would provide adequate emergency access to and from the site. Thus, implementation of the proposed Project would not result in inadequate emergency access and potential impacts would be less than significant.

Mitigation Measures:

None required.

4.3.18 Tribal Cultural Resources

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

Introduction:

BFSA conducted a Phase I cultural resources survey of the proposed Project. A copy of the Cultural Report is included in Appendix C.

Environmental Determination:

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less Than Significant Impact with Mitigation Incorporated. The NAHC Sacred Lands File results were positive for the presence of Native American sacred sites or locations of ceremonial importance within the vicinity of the Project site. The records search and literature review suggest that there is a low potential for prehistoric cultural resources to be located within the Project site. To obtain information regarding Native American resources would could potentially be disturbed, in accordance with AB 52, a notice was provided to applicable tribes, as identified by the NAHC, that a CEQA Initial Study was being prepared and the City solicited requests for consultation. Of the tribes that were notified, only the Pechanga Band of Indians and Soboba Band of Luiseño Indians responded that they wished to engage in tribal consultation. Separate Zoom meetings were scheduled between the City and each tribe. The Soboba representatives did not show up to the scheduled meeting. After the meeting time had lapsed, the City informed the Soboba Band that it wished to conclude tribal consultation. There was no additional response from the Soboba Band. The City did meet with representatives of the Pechanga Band of Indians, who requested a landscape plan that identified potential sites for reburial of any cultural resources found during the Project site grading process. The Project applicant provided location on a landscape plan that was forwarded to the Pechanga Band. No further response has been received from the Pechanga Band and the City has asked to conclude tribal consultation.

Implementation of mitigation measures MM-CUL-1 and MM-CUL-2, under Cultural Resources, would reduce potential impacts on tribal cultural resources to a less than significant level.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. In accordance with the requirements of AB 52, the City, as the lead agency, notified the appropriate tribes as identified by the NAHC. Only the Soboba Band and Pechanga Band requested consultation with the City. In response to a request by the Pechanga Band of Indians, the Project landscape plan includes a site for reburial of any cultural resources found during the Project site grading process. The City has concluded consultation with these tribes. With completion of consultation pursuant to AB 52 and implementation of mitigation measures MM-CUL-1 and MM-CUL-2, potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures:

Mitigation measures CUL-1 and CUL-2, under Cultural Resources.

4.3.19 Utilities and Service Systems

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	☐	☐	☑	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

Environmental Determination:

a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

Less Than Significant Impact. The Project applicant would develop the Project site and install new utility connections to the existing utility infrastructure. Drainage from the Project site would be collected and conveyed to a proposed on-site storm drain system. This on-site storm drain system would connect and drain to an existing storm drain system. Overflows would discharge to existing nearby storm drains.

Water would be served by the EMWD. The proposed Project would connect to the existing EMWD water pipeline located along Ellis Avenue. In compliance with DTSP EIR mitigation measure WAT-1, a fire flow capacity test would be conducted to determine if adequate fire flow exists prior to development. If fire flow is found to be inadequate, necessary improvements would be implemented prior to development. Any such improvements would occur within the existing utility easements.

Similarly, the proposed Project would connect to the existing sewer line located along Ellis Avenue. The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. The facility closest to the Project area is the Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility is the largest of the four treatment facilities operated by the EMWD and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Currently, the facility treats approximately 13.8 million gallons per day. Assuming that wastewater is approximately 60% of potable water demand (approximately 3,516 gallons per day per CalEEMod), the proposed Project would generate approximately 2,109 gallons per day of wastewater. This is 0.0153% of the daily treatment capacity of the Perris Valley Regional Water Reclamation Facility. Additionally, the EMWD has provided a Will Serve letter for water/sewer services (see Appendix J). The existing sewer lines located along Case Road and Ellis Avenue would accommodate development of the Project site and system improvements would be constructed by the Project applicant in accordance with the EMWD's standards, specifications, and master plan. In compliance with DTSP EIR mitigation measure WW-1, a sewer capacity test would be conducted to determine if adequate flow exists prior to development. If sewer flow is found to be inadequate, necessary improvements would be implemented prior to development. Any such improvements would occur within the existing utility easements.

Electric power would be served by Southern California Edison (SCE). The Southern California Gas Company would supply natural gas. AT&T/Frontier Communications would provide telephone and cable service. In compliance with DTSP EIR mitigation measures EN-1 and EN-3, the Project applicant would coordinate with the City of Perris and SCE and Southern California Gas Company planning staff regarding potential facility relocation to ensure that potential service interruptions are minimized. In compliance with DTSP EIR mitigation measures EN-2 and EN-4, the Project applicant would also pay the necessary costs required to relocate existing electrical and natural gas infrastructure and facilities.

The installation of the utilities at the locations as described above are part of the Project evaluated throughout this Initial Study and potential impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

<u>Less Than Significant Impact.</u> A significant impact would occur if the proposed Project would increase water consumption to such a degree that the capacity of facilities currently serving the Project site would be exceeded. The EMWD provides potable water to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. The majority of the EMWD's supplies are imported water purchased through the MWD from the State Water Project and the Colorado River Aqueduct. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, the West San Jacinto Water Groundwater Basin Management Plan area and the Hemet/San Jacinto Water Management Plan area. Native potable groundwater production in the Hemet/San Jacinto Basin is limited, according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft. The EMWD anticipated the limitations on native groundwater production it has experienced and has developed alternatives to assure reliability, including an Integrated Recharge and Recovery Program, filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. Additionally, the EMWD is developing the Enhanced Recharge and Recovery Program to increase conjunctive use and facilitate groundwater banking (EMWD 2016a).

In 2015, the State Water Resources Control Board, in its Emergency Regulation, required water suppliers to reduce water usage by 25% Statewide as a means of reducing stress on California's water supplies during the ongoing drought. The mandatory water restrictions required the EMWD to implement Stage 4 of its Water Shortage Contingency Plan to meet conservation targets, which helped the EMWD reduce demands in 2015 by over 20%. The EMWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. The EMWD will continue to rely on imported water from the MWD as the main source of supply for its retail and wholesale customers, yet the EMWD recognizes the need to increase local supplies and water conservation to manage supply and demand. Customer demands vary with local rainfall. In general, water demand tends to increase in dry years, primarily due to increased water activities, such as landscape irrigation. Thus, to assess the reliability of water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry years within an UWMP. The EMWD UWMP details the expected water supply and demand for both retail and wholesale customers.

Water supply and demand for multiple-dry-year scenarios for the EMWD, presented in the UWMP, show that the EMWD would have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under normal-, dry, and multiple-dry-year conditions. During periods of increase demands, the EMWD would be able to utilize stored groundwater from the proposed Enhanced Recharge and Recovery Program or import more water from the Metropolitan Water District to meet demands, if needed.

The EMWD has issued a Will Serve Letter confirming its commitment to provide water service to the proposed Project. This includes sufficient supply and conveyance capacity to meet daily operational demands and firefighting requirements. Therefore, potential impacts to water supply as a result of the Project would be less than significant.

c) **Result in a determination by the waste water 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?**

<u>**Less Than Significant Impact.**</u> Wastewater collection and treatment service would be provided by the EMWD. Wastewater from the Project would be treated at the Perris Valley Regional Water Reclamation Facility.

The Perris Valley Regional Water Reclamation Facility currently treats approximately 14 million gallons per day but has a current treatment capacity of 22 million gallons per day and a build out capacity of 100 million gallons per day.

Based on the wastewater generation factor of 1,700 gallons per day per acre for the EP land use designation applied in the DTSP EIR, the Project's development on approximately 8.34 acres (net) for proposed Project would generate approximately 14,178 gallons per day (0.014 million gallons per day) of wastewater that would be treated at the Perris Valley Regional Water Reclamation Facility. As such, the Perris Valley Regional Water Reclamation Facility has the capacity to treat the wastewater generated by the proposed Project. Therefore, implementation of the proposed Project would have a less than significant impact on the EMWD's ability to treat wastewater and would not contribute significantly to require construction or operation of new or expanded wastewater facilities. Thus, potential impacts would be less than significant.

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?**

<u>**Less Than Significant Impact.**</u> Trash, recycling, and green waste services within the City of Perris are provided by CR&R Environmental Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility, located at 1706 Goetz Road, approximately 1,100 feet southwest of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day; or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tons per day.

According to the Conservation Element of the City of Perris General Plan, it is estimated that non-residential land uses generate an average 19 pounds of waste per employee per day (City of Perris 2005a). Based on this estimation, the proposed Project's estimated solid waste generation would represent a nominal portion of the daily waste accepted by El Sobrante Landfill and Badlands Landfill. In addition, the proposed Project would comply with applicable recycling or waste diversion programs requirements. Solid waste resulting from Project construction and operation is not expected to generate waste in excess of State or local standards.

Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs, since the Badlands and El

Sobrante Landfills have the capacity to support the construction and operational waste expected from the Project. Therefore, potential impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Environmental Services to develop a collection program for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. The California Integrated Waste Management Act, under the Public Resource Code, requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. By 2004, the City of Perris achieved a 51 percent waste diversion rate. While Perris Municipal Code Section 7.44.050 requires that project construction divert a minimum of 50 percent of construction and demolition debris and the submittal of a waste management plan, the CalGreen Code requires that 65 percent of construction waste be diverted. Thus, the proposed Project would be required to comply with federal, State, and local statutes and regulations related to solid waste. Therefore, potential impacts would be less than significant.

Mitigation Measures:

The proposed Project would be required to implement the following DTSP EIR mitigation measures.

WAT-1: Prior to issuance of grading permits within the Perris DTSP area, individual project developers shall conduct a fire flow capacity test to determine if adequate fire flow exists prior to development. If fire flow is found to be inadequate, necessary improvements shall be implemented prior to development. Prior to issuance of building permits, applicants of future development projects within the Perris DTSP area shall make a fair share contribution toward the identified improvements.

WW-1: Prior to issuance of grading permits within the Perris DTSP area, the City shall determine whether adequate sewer capacity is available to serve the proposed development. If sewer capacity is found to be inadequate, necessary improvements shall be made prior to development by the City. Prior to issuance of connection permits, the project developer shall pay all applicable fees required by the Eastern Municipal Water District, including fees to remedy any conveyance infrastructure shortfalls.

EN-1: Prior to the issuance of building permits, individual project developers shall coordinate with the City of Perris and SCE planning staff regarding potential facility relocation within the Perris DTSP area to ensure potential service interruptions are minimized.

EN-2: Prior to the issuance of building permits, individual project developers shall pay the necessary costs required to relocate existing SCE infrastructure and facilities.

EN-3: Prior to the issuance of building permits, individual project developers shall coordinate with the City of Perris and [Southern California Gas Company] planning staff regarding potential facility relocation within the Perris DTSP area to ensure potential service interruptions are minimized.

EN-4: Prior to the issuance of building permits, individual project developers shall pay the necessary costs required to relocate existing [Southern California Gas Company] infrastructure and facilities.

4.3.20 Wildfire

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. 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?	☐	☐	☐	☑

Environmental Determination:

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?

No Impact. According to Figure S-5, Wildfire Hazards, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being a "Wildfire Hazard Area" (Perris, 2022c). Additionally, according to the Cal Fire FHSZ Viewer, the Project site is not located in a VHFHSZ of the City (CAL Fire, 2024). The Project site is located within the limits of the City of Perris and is, therefore, not within a State Responsibility Area. Therefore, the Project would have no impact related to wildfires. No impact would occur and no mitigation is required.

Mitigation Measures:

None required.

4.3.21 Mandatory Findings of Significance

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐

Significance Criteria	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Environmental Determination:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. The Project has the potential to decrease the quality of the environment, reduce fish or wildlife population, or eliminate important examples of major periods of California history or prehistory. With implementation of Mitigation Measures AES-1, AQ-1 through AQ-10, AQ-13, BIO-1 through BIO-7, CUL-1, CUL-2, GEO-1, GHG-1, HAZ-5, HWQ-1, HWQ-2, HWQ-6, NOI-1, NOI-2, FPS-1, POL-1, SCH-1, PR-1, WAT-1, WW-1, and EN-1 through EN-4 the potential impacts would be reduced to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant with Mitigation Incorporated. The proposed Project would be developed according to the DTSP and is an allowed use under the Project site's DTSP EP - Employment Plaza land use designation. The analysis contained in the DTSP EIR determined that development within the Downtown area may have cumulatively significant impacts in the following areas:

- Land Use and Planning: Implementation of the DTSP could conflict with the AQMP;

- Air Quality: Implementation of the DTSP could facilitate the construction of new land uses that could generate dust and equipment emissions;
- Air Quality: Implementation of the DTSP could induce future projects that could result in an overall increase in mobile and stationary source emissions that exceed South Coast AQMD standards;
- Air Quality: Implementation of the DTSP could conflict with the AQMP; and
- Noise: Future development and improvement in the Downtown area could cause temporary and localized increases in construction noise levels.

However, as demonstrated by the analysis in this Initial Study, the proposed Project would not result in any significant environmental impacts. The Project would be consistent with local and regional plans, including the AQMP, and the Project's construction and operational air quality emissions would not exceed established thresholds of significance. Additionally, the proposed Project would not cause a substantial increase in ambient noise levels. Required implementation of DTSP EIR mitigation measures AQ-1 through AQ-7, AQ-9, AQ-10, AQ-13, NOI-1, and NOI-2 would mitigate the proposed Project's contribution to the DTSP's significant cumulative impacts. Therefore, the proposed Project would not have impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. Effects on human beings were evaluated as part of this analysis of this Initial Study under the topics of air quality, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, and recreation. Based on the analysis and conclusions in this Initial Study, impacts for these topics were considered to have no impact or a less than significant impact. Therefore, the proposed Project would result in a less than significant impact related to substantial adverse effects on human beings.

5.0 REFERENCES

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APPENDIX A – AIR QUALITY AND GHG TECHNICAL REPORT

APPENDIX B.1 – BIOLOGICAL RESOURCES TECHNICAL REPORT

APPENDIX B.2 – MSHCP BURROWING OWL SURVEY REPORT

APPENDIX C – CULTURAL RESOURCES TECHNICAL REPORT

APPENDIX D – PRELIMINARY GEOTECHNICAL EVALUATION AND INFILTRATION STUDY

APPENDIX E – PALEONTOLOGICAL ASSESSMENT REPORT

APPENDIX F – PHASE 1 ENVIRONMENTAL SITE ASSESSMENT REPORT

APPENDIX G – HYDROLOGY REPORT

APPENDIX H – WATER QUALITY MANAGEMENT PLAN

APPENDIX I.1 – TRAFFIC MEMORANDUM

APPENDIX I.2 – VMT SCOPING FORM

APPENDIX J – WILL SERVE LETTER