ETHANAC TRAVEL CENTER PROJECT
CUP 22-05002

INITIAL STUDY
JANUARY 2024

Prepared for:

City of Perris
101 North D Street
Perris, CA 92376

Prepared by:

De Novo Planning Group
180 E. Main Street, Suite 108
Tustin, CA 92780

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

A Land Use Planning, Design, and Environmental Firm

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CUP 22-05002

Initial Study

LEAD AGENCY: CITY OF PERRIS
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January 2024

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1.0 INTRODUCTION

The Ethanac Travel Center Project (herein referred to as the "Project") is the proposed development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators; refer to Section 2.0, Project Description. Following a preliminary review of the proposed Project, the City of Perris (City) has determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.).

1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with CEQA and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (14 California Code of Regulations Title 14 Sections 15000, et seq.). This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

In accordance with CEQA and pursuant to State CEQA Guidelines Section 15063, the City of Perris, acting in the capacity of the Lead Agency for the Project under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed Project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the Project, as proposed, may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to State CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
    a. Focusing the EIR on the effects determined to be significant,
    b. Identifying the effects determined not to be significant,
    c. Explaining the reasons for determining that potentially significant effects would not be significant, and
    d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environment effects.

4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

Pursuant to State CEQA Guidelines Section 15063, the City of Perris has prepared this Initial Study to determine if the proposed Project could have the potential to cause a significant adverse effect on the environment.

1.2 Purpose

State CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 Summary of Findings

Pursuant to State CEQA Guidelines Section 15367, the City of Perris (City), as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or
- The Initial Study identifies potentially significant effects, but:

- Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
- There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, Environmental Analysis, the proposed Project would have no impact or a less than significant impact concerning most environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils

The Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, Environmental Analysis, has determined that the proposed Project may have a significant impact regarding the following environmental issue area:

- Greenhouse Gas Emissions

This is a potentially significant impact that will need to be evaluated in an EIR.

1.4 Public Review Process

The Notice of Preparation (NOP) stating that a Draft EIR will be prepared has been provided to the State Clearinghouse and the Clerk of the County of Riverside. The NOP has also been mailed to responsible agencies and trustee agencies with jurisdiction by law over resources affected by the Project, and nearby jurisdictions and property owners. A 30-day public review period has been established for the NOP in accordance with State CEQA Guidelines Section 15082. During the public review period, the NOP and this Initial Study, including the technical appendices, will be made available for review at the following location:

- City of Perris Website:

  https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review.

Written comments to the NOP and Initial Study may be sent to:

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

1.5 Incorporation by Reference

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

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

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

The Perris General Plan is comprised of the following elements:

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

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

City of Perris Focused General Plan Update Initial Study and Mitigated Negative Declaration, adopted November 2021 (Focused General Plan Update IS/MND). In 2021, the City also updated the General Plan

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

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

1.6 Report Organization

This document is organized into the following sections:

Section 1.0, Introduction, provides the CEQA Statute and Guidelines applicable to the Initial Study, summarizes the findings of the Initial Study, describes the public review process, and identifies documents incorporated by reference as part of the Initial Study.

Section 2.0, Project Description, provides a detailed description of the proposed Project, including Project location, environmental setting, Project characteristics, construction program and phasing, and requested entitlement, permits and approvals.

Section 3.0, Environmental Checklist Form, provides Project background information and a summary of environmental factors potentially affected by the proposed Project and the Lead Agency Determination based on the analysis and impact determinations provided in Section 4.0. The impact evaluation criteria utilized in Section 4.0 is also provided.

Section 4.0, Environmental Analysis, provides a detailed analysis of the environmental impacts identified in the environmental checklist, and identifies mitigation measures, if necessary.

Section 5.0, References, identifies the information sources utilized in preparation of the Initial Study to support the environmental analysis.

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2.0 PROJECT DESCRIPTION

2.1 Project Location

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

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

2.2 Existing Setting

ON-SITE LAND USES

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

GENERAL PLAN AND ZONING

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

The City of Perris Zoning Map identifies the zoning for the Project site as Community Commercial (CC); refer to Figure 2-4, *Existing Zoning*. Perris Municipal Code, Chapter 19.38, *Community Commercial (CC)* identifies the permitted uses and property development standards for properties within the CC zones, respectively. The proposed uses, as described in Section 2.3 are allowed uses within the CC zone subject to a conditional use permit.

SURROUNDING USES

Uses surrounding the Project site include:

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

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

2.3 Project Characteristics

The Ethanac Travel Center Project (Project) involves the construction and operation of a travel center facility at the Project site for regional and local highway traveling users. Implementation of the Project would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators as described below; refer to Figure 2-5, *Preliminary Site Plan*.

Travel Center Building

The proposed approximately 13,980-square-foot travel center building would be located within the south-eastern portion of the Project site and include a drive-thru restaurant (approximately 2,228 square feet), additional food offerings with kitchen, convenience store, driver amenities (e.g., restrooms, showers, laundry), and support/utility areas.

Shop Building

The proposed 8,452-square-foot shop building would be located within the western portion of the site. The shop would provide limited services for trucks, such as tire replacement, rotation, and repair and oil changes; no major mechanical work or body work would be performed.

Fueling Facilities

The Project includes seven diesel fueling lanes/positions and eight gas islands with 16 fueling positions. The diesel fueling lanes would be located to the north of the travel center building and include a 20-foot-tall canopy structure. A truck scale would be located adjacent to the diesel fueling lanes. The gas islands would be located south of the travel center building and include a 19-foot-tall canopy structure. Two aboveground storage tank farms with 14-foot decorative block wall and pilasters would be located to the east and west of the proposed travel center building.

Parking Facilities

The Project would provide 203 parking spaces (82 automobile with 6 spaces for future EV charging, 5 ADA compliant, 116 truck) with passenger automobile parking (including ADA spaces) generally located south and west of the travel center facility and around the perimeter of the gas islands. Truck parking would be generally located north and west of the diesel fueling lanes/positions, adjacent to and south of the shop building, and east of the proposed bioretention basin; refer to Figure 2-5. Bicycle racks would be provided to the east of and adjacent to the travel center building.

Signage and Lighting

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

Landscaping and Fencing

Landscaping, including a mix of trees, shrubs, ground cover would be provided adjacent to Ethanac Road and Trumble Road along the western property line, and along a portion of the northern property line; refer to Figure 2-6, ***Preliminary Landscape Plan***. Additional landscaping would be provided between the proposed travel center building and tank farms, adjacent to the parking areas, within the drive-thru, and around the proposed bioretention basin. Enhanced paving would be provided at the proposed driveways.

An 8-foot-tall split face block wall would extend from the northernmost driveway on Trumble Road along the Project site's northern boundary and extend south just west of the proposed truck parking area to just north of the proposed bioretention basin. The block wall would then extend west and south/southwest along the perimeter of the proposed bioretention basin. A four-foot chain link fence would be located within the interior of the Project site and would extend south between the proposed bioretention basin and the truck parking area in order to prevent trash from potentially entering the bioretention basin. Visibility of the fence would be limited due to its location within the Project site and proposed landscaping. The block wall and chain link fence would connect within the southwestern portion of the Project site and the block wall would extend southeast and east to just east of the truck parking area. It would then extend north and terminate at the proposed above ground storage tank farm located west of the drive-thru. Along the eastern portion of the Project site the 8-foot-tall split face block wall would extend south from the northern most driveway to north of the location of the aboveground storage tank farm located east of the travel center building. The block wall would also be located within the area north of the drive-thru aisle. A 14-foot split face block wall would be located around the aboveground storage tank farms.

Access

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

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

Infrastructure/Utilities Improvements

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

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

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

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

Offsite Roadway/Right-of-Way Improvements

The Project would provide 17 feet of right-of-way dedication along the eastern property line; new striping would be provided along Trumble Road adjacent to the Project site.

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

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

2.4 Construction

Construction activities are anticipated to commence in mid-2024 and be completed at the end of 2024.

2.5 Permits and Approvals

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

- Conditional Use Permit #22-05-002. The Project would require approval of a Conditional Use Permit (CUP) to allow for the proposed passenger/truck fueling station.

- Conditional Use Permit #22-05-003. The Project would require approval of a CUP for the proposed drive-thru restaurant.

- Variance. The Project would require a variance to allow for a larger pole sign and increased height within the northwest corner of the site due to visibility restrictions associated with the Ethanac overpass.

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

Other agencies whose approval may be required include:

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES)

- South Coast Air Quality Management District (SCAQMD) Permit to Operate

- Eastern Municipal Water District (EMWD) water and sewer improvement plans

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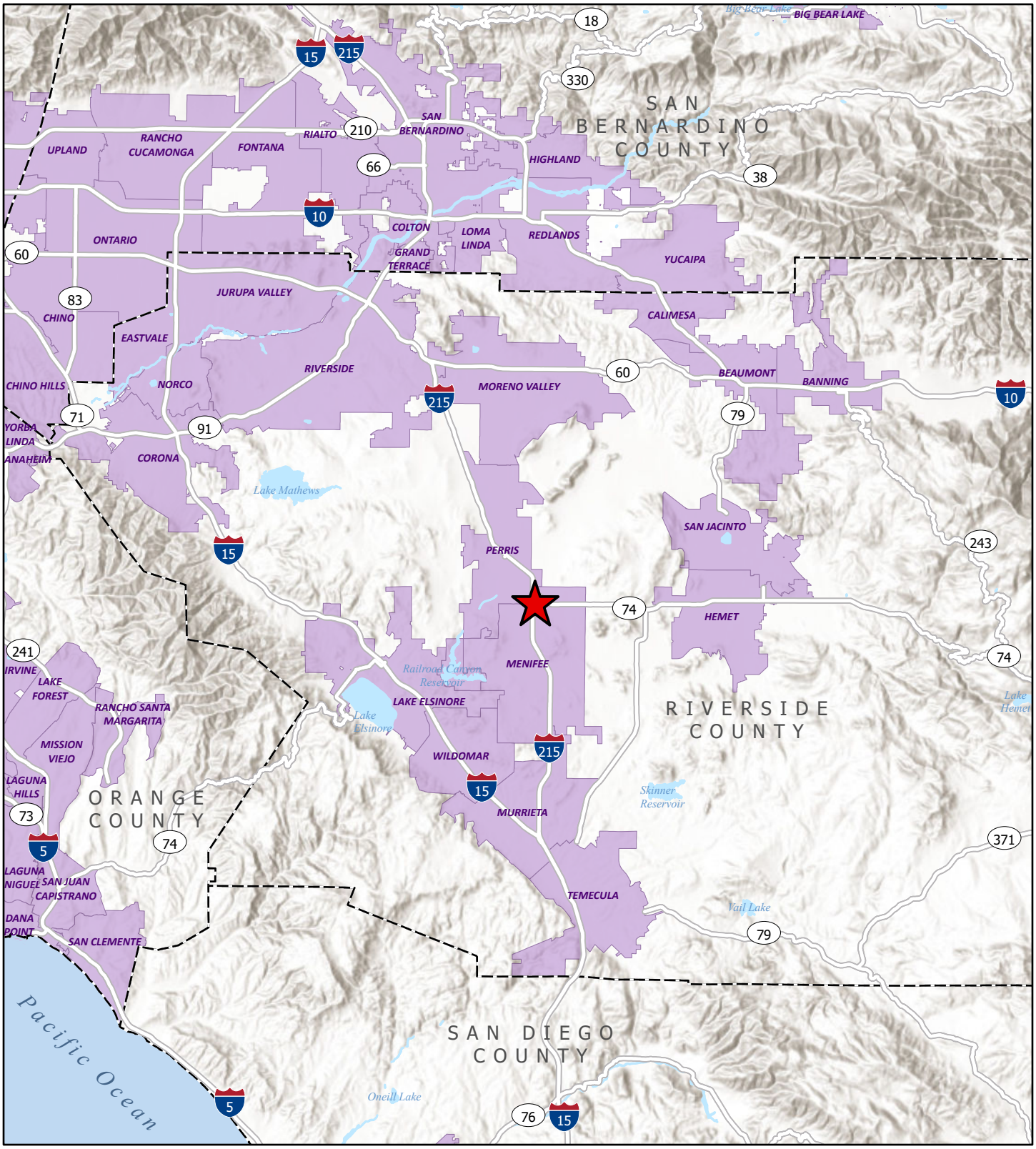

Legend

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

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-1. Regional Map

0 2½ 5
Miles

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

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-2. Project Location

Legend

- Project Boundary
- Project Parcels
- Incorporated Area

0 250 500 1,000
Feet

Sources: USGS Roads Database; Riverside County GIS; ArcGIS Online World Imagery Map Service. Map date: September 9, 2022.

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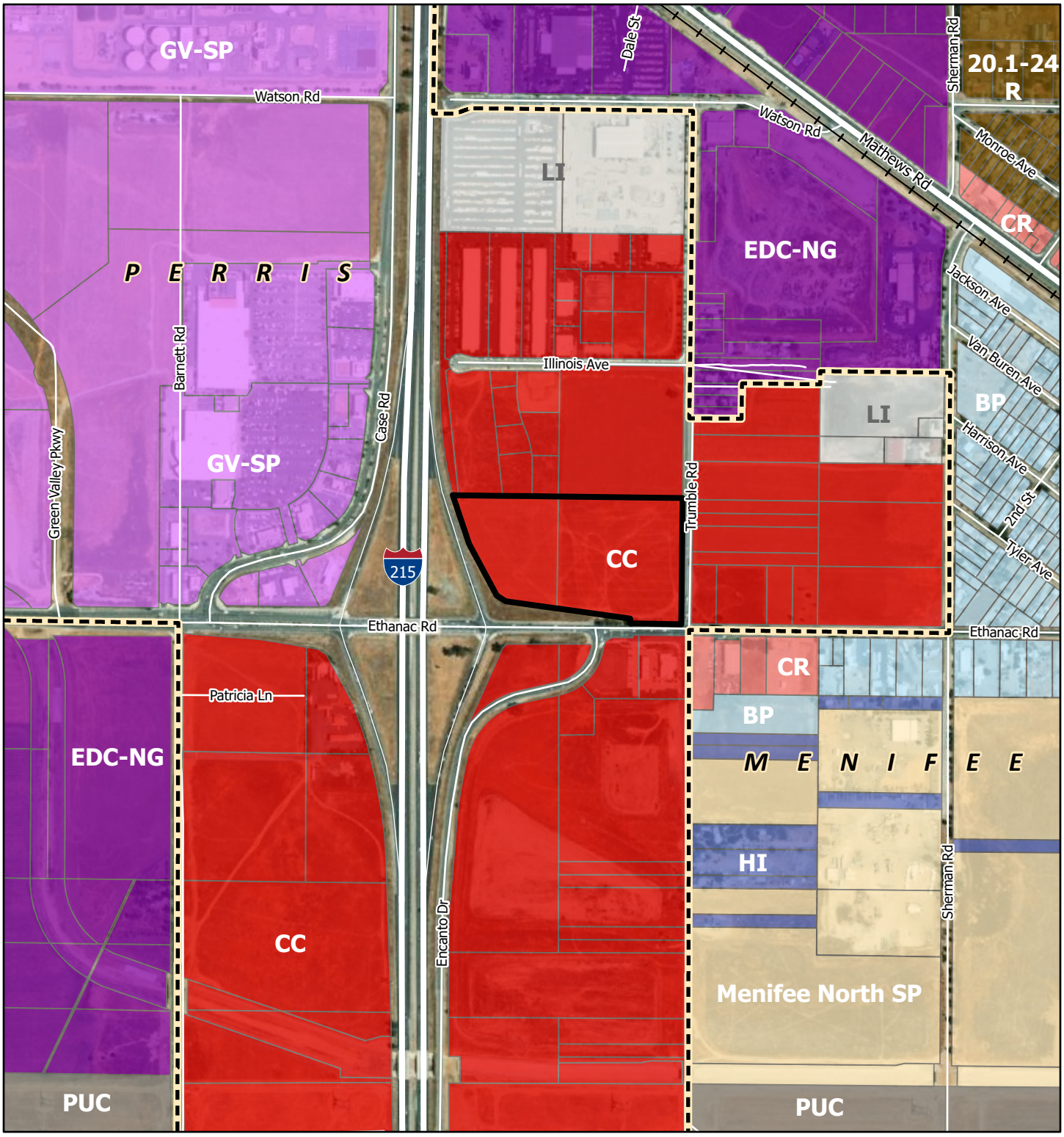


Legend

- Project Boundary
- City Boundary

Menifee General Plan Land Use

- CR
- 20.1-24 R
- BP
- EDC-NG
- HI
- Menifee North SP
- PUC

Perris General Plan Land Use

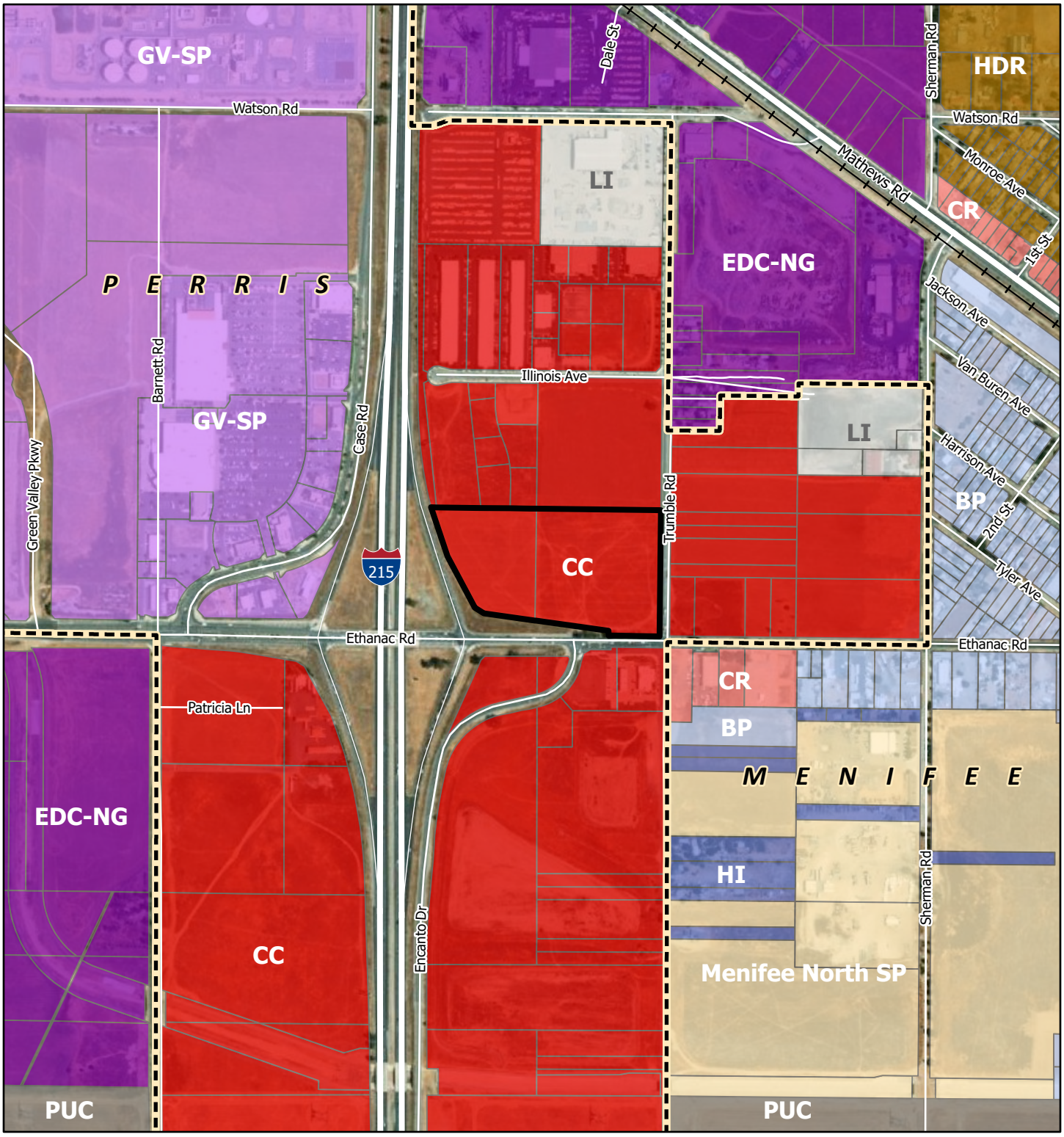
- CC
- LI
- GV-SP

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-3. Existing General Plan Land Use

0 150 300 600
Feet

Sources: USGS Roads Database; City of Perris General Plan Map; City of Menifee General Plan Map; Riverside County GIS. Map date: September 9, 2022.



Legend

- Project Boundary
- City Boundary

Menifee Zoning

- BP
- CR
- EDC-NG
- HDR
- HI
- Menifee North SP
- PUC

Perris Zoning

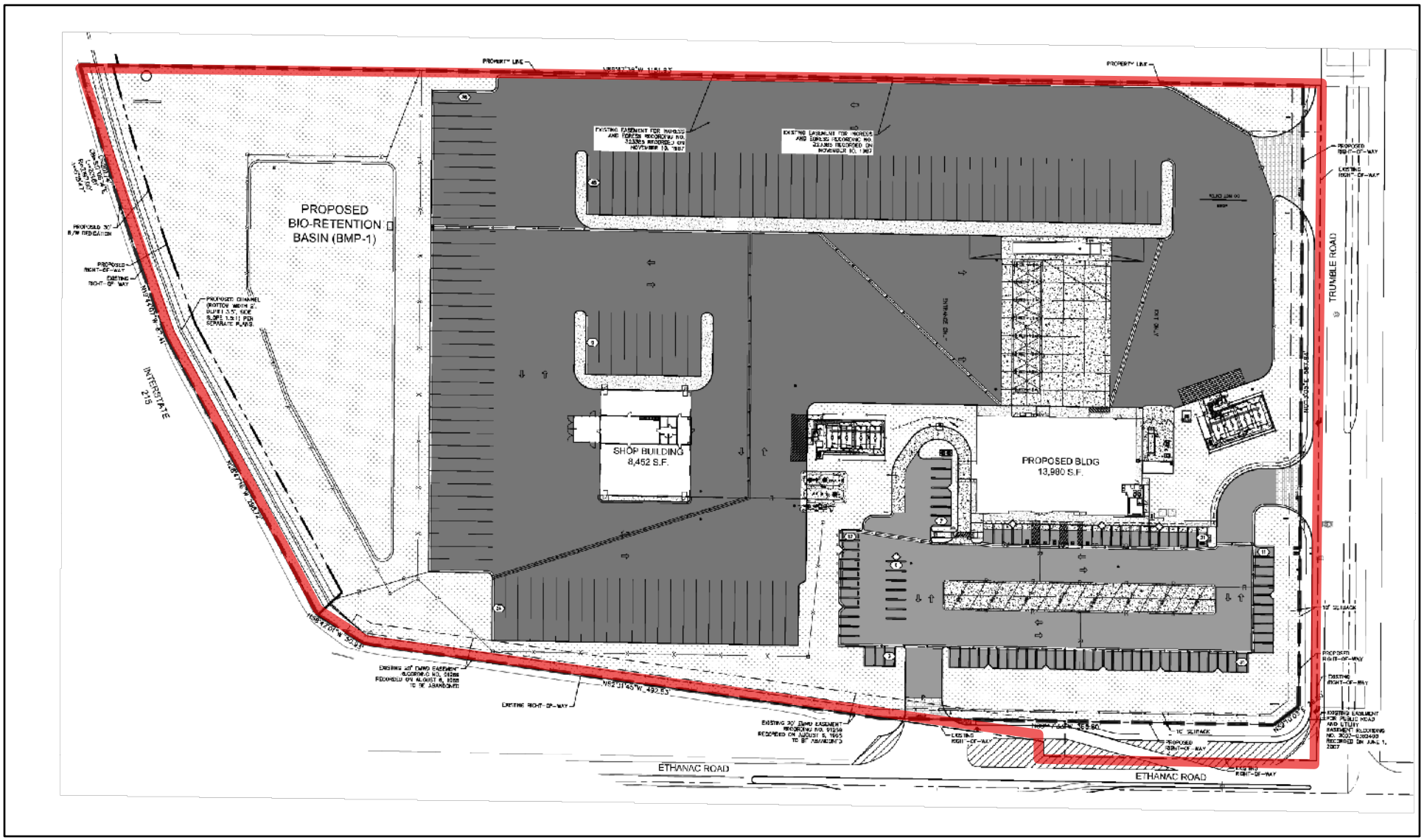
- CC
- LI
- GV-SP

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-4. Existing Zoning

0 150 300 600
Feet

Sources: USGS Roads Database; City of Perris Zoning Map; City of Menifee Zoning Map; Riverside County. Map date: September 9, 2022.



Legend

Project Boundary

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-5. Preliminary Site Plan

0 50 100
Feet

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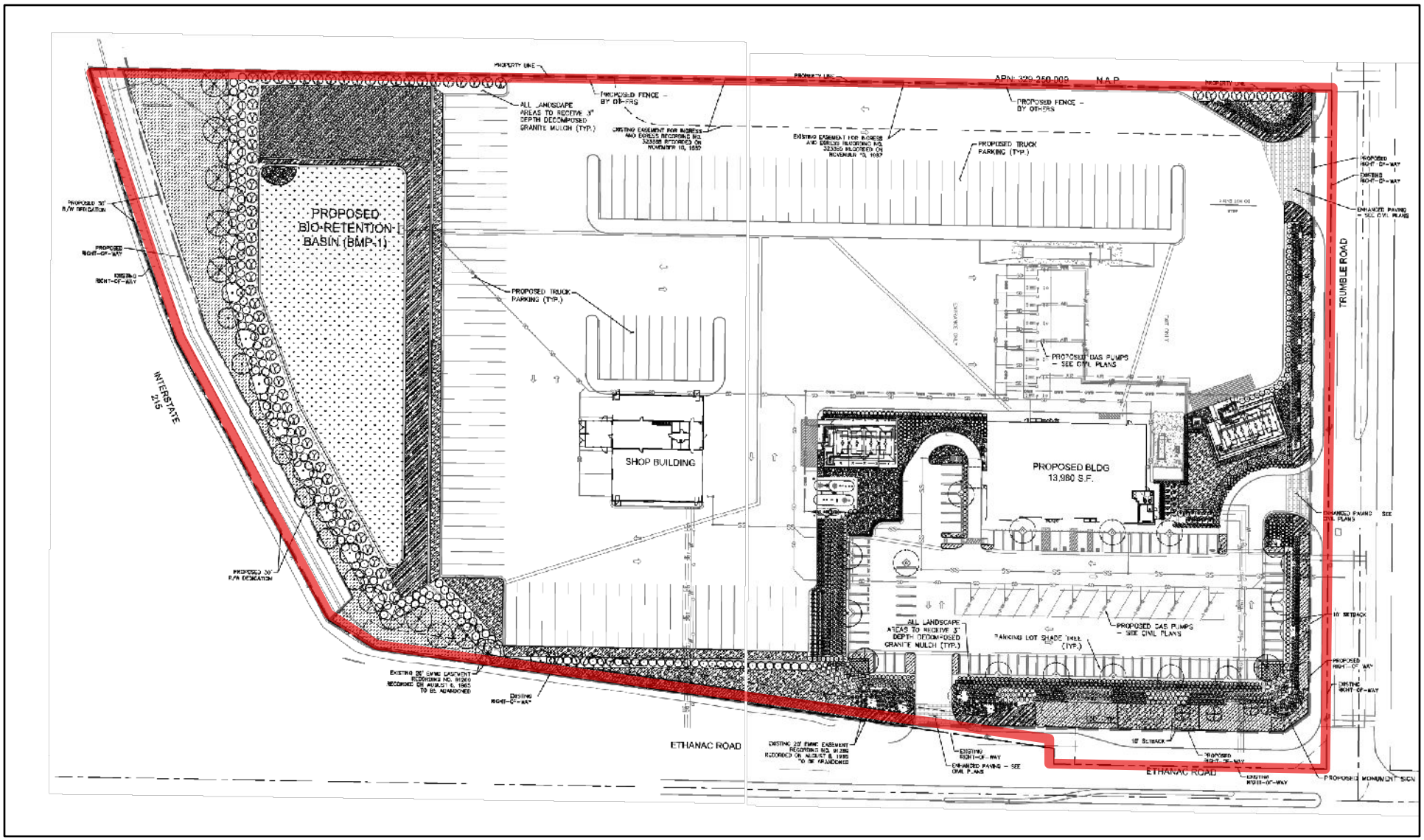
Source: Kimley Horn 7/7/2022. Map date: September 13, 2022.



Legend

Project Boundary

CITY OF PERRIS
ETHANAC TRAVEL CENTER PROJECT

Figure 2-6. Preliminary Landscape Plan

0 50 100
Feet

Source: Kimley Horn 7/7/2022. Map date: September 13, 2022.

3.0 ENVIRONMENTAL CHECKLIST FORM

BACKGROUND

1. Project Title: Ethanac Travel Center Project
2. Lead Agency Name and Address: City of Perris 101 North D Street Perris, CA 92376
3. Contact Person and Address: Lupita Garcia City of Perris, Development Services Department, Planning Division 135 North D Street Perris, CA 92376 (951) 943-5003 ext. 236 Email: lgarcia@cityofperris.org
4. Project Location: Northwest corner of Trumble Road and Ethanac Road intersection**.**
5. Project Sponsor's Name and Address: Ethanac Travel Center LLC 417 29th Street Newport Beach, CA 92663
6. General Plan Designation: Community Commercial
7. Zoning: Community Commercial (CC)
8. Description of the Proposed Project: Refer to Section 2.3.
9. Surrounding Land Uses and Setting: Refer to Section 2.2.
10. Other public agencies whose approval is required: Refer to Section 2.5.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project. The City conducted consultation with the Pechanga Band of Mission Indians on October 18, 2023; refer to Response 4.18.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

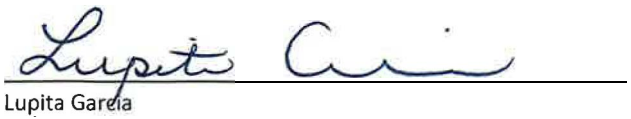
	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils	X	Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services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

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

CITY OF PERRIS



Lupita Garcia
Associate Planner

January 5, 2024
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental analysis in this section is patterned after State CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant Impact With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

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

Less Than Significant Impact. The Project site is located within the City of Perris, which lies on relatively flat and gently sloping topography. The Perris General Plan 2030 EIR identifies two scenic vistas within the City: the western, eastern, and northern view of the surrounding foothills, and the view north to the San Bernardino Mountains. Due to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills. The Project site and surrounding area are relatively flat with few surrounding buildings. Located immediately east of I-215, the Project site is currently undeveloped. Hills and mountains are visible in the surrounding distance, as the Project site sits in the broad basin.

The Project Applicant proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators on the currently undeveloped site. The proposed travel center would be consistent with existing development along the I-215 Freeway in the area, as well as with the Community Commercial land use designation and the development anticipated under the 2030 General Plan. The proposed Project would consist of a 13,980-square-foot travel center building measuring 31 feet 10 inches in height and located within the south-eastern portion of the Project site; a 8,452-square-foot shop building measuring 22 feet 6 inches in

height and located within the western portion of the site; two fueling facilities, both including canopy structures (20-foot-high canopy to the north and 19-foot-high canopy to the south), located to the north and south of the travel center building; two aboveground storage tank farms with 14-foot decorative block wall and pilasters would located to the east and west of the travel center building; a 65-foot-tall illuminated pole sign located in the northwestern corner of the Project site; an 8-foot-tall monument sign located in the southeastern corner of the Project site; and an 8-foot-tall split face block wall surrounding the majority of the Project site.

The proposed structures would be similar to the scale and heights of buildings within the immediate area and long-range views of the surrounding foothills and the San Bernadino Mountains would continue to be available within the area. Long-range views of the surrounding foothills and San Bernardino Mountains may be interrupted by the proposed development; however, due to the development being significantly setback from adjacent roadways, the proposed height of the buildings (31 feet 10 inches at its highest point), and canopy structures that would be open on all sides, the proposed Project would not substantially alter long-range views of the mountains. Similarly, long-range views afforded to motorists traveling south on I-215 would not be substantially altered as the proposed on-site structures would be substantially setback from I-215. Further, the long-range views afforded to motorists traveling north along I-215 would not be significantly impeded by the proposed Project, as views of the Project site from I-215 are largely obstructed due to the elevation difference of the travel lanes and the on-ramp from Ethanac Road, which is located immediately west of the Project site. Development of the proposed Project would be consistent with development that occurs to the north and west of the Project site. The Project would not have a substantial adverse effect on a scenic vista and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not located within or adjacent to a scenic highway corridor. The Perris General Plan Open Space Element identifies SR-74 as a State Scenic Highway. SR-74 is of regional significance because it provides a link between Orange and Riverside counties through the Santa Ana Mountains into the San Jacinto Mountains. However, the Project site does not border SR-74, which is located approximately one mile east of the Project site. There are also no official State or County designated scenic highways within the City of Perris (Caltrans, 2023). Accordingly, the Project site is not located within a State scenic highway corridor and implementation of the proposed Project would not have an effect on scenic resources within a State scenic highway corridor.

Mitigation Measures: No mitigation measures are required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project site and surrounding area are in an area that contains a mix of undeveloped and developed land. Existing development occurs north and south of the Project site, intermixed with large areas of undeveloped land. Immediately west is I-215. Development of the Ethanac Travel Center, as proposed, would result in the development of a currently undeveloped site with a travel

center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators.

Development of the site with the proposed travel center would be subject to the requirements of Perris Municipal Code Section 19.38, *CC Zone (Community Commercial),* which establishes standards for commercial development including, but not limited to, lot area and dimensions, structure height, setbacks, and design criteria. The Project would consist of a 13,980-square-foot travel center building measuring 31 feet 10 inches in height, an 8,452-square-foot shop building measuring 22 feet 6 inches in height, and two fuel canopy structures that would be open on all sides; therefore, the proposed structures would be less than the maximum 50-foot structure height and would not overwhelm the site. The floor area ratio (FAR) for the site is 0.05 (including canopies) and lot coverage is approximately five percent, which is below the allowed maximum FAR of 0.75 and lot coverage of 50 percent. In compliance with Section 19.38.080, *Development Criteria*, the proposed Project would provide a minimum 10-foot setback adjacent to Ethanac and Trumble Roads.

Additionally, the Project would be required to comply with Perris Municipal Code Section 19.02 *General Provisions*, which establishes development standards for all development within the City including, but not limited to, encroachments/architectural projections, lighting, utilities, fences and screening, and landscaping. The Project would include two aboveground storage tank farms with 14-foot decorative block wall and pilasters and an 8-foot-tall split face block wall surrounding the majority of the Project site. Proposed fencing and walls would comply with Section 19.02.040, *Restrictions for Walls, Fences, and Hedges*, which includes development standards including materials, height, and design.

All commercial buildings and structures are required to have five feet of landscape areas around the perimeter. The Project proposes landscaping, including a mix of trees, shrubs, ground cover adjacent to Ethanac and Trumble Road, which would improve the visual character along the Project site's frontage; refer to Figure 2-6, *Preliminary Landscape Plan*. Similarly, the site would provide a 30-foot right of way and landscaping would be installed along the site's western perimeter along the I-215 on-ramp. Additional landscaping would be provided along the northern property line and between the proposed travel center building and tank farms, adjacent to the parking areas, within the drive-thru, and around the proposed bioretention basin. Enhanced paving would be provided at the proposed driveways. Overall, landscaping would include a mix of trees, shrubs, ground cover, and boulders/river rock and form a cohesive, attractive, and functional design, in compliance with Section 19.02.130*, Landscaping*. The Project would also provide security lighting throughout the site and around the exterior of the proposed buildings in accordance with Section 19.02.110, *Lighting*.

Perris Municipal Code Chapter 19.75, *Sign Regulations*, Section 19.75.100, *Permitted signs and sign standards*, provides for freeway signs of up to 50 feet for freeway signs located within 300 feet of a freeway interchange or overpass. The Project includes a 65-foot-tall pole sign at the northwest corner of the Project site, adjacent to I-215. The Project would require a variance to allow for the pole sign at a height above 50 feet. The additional height would be necessary due to the visibility restrictions associated with the elevation difference of the I-215 travel lanes and the Ethanac Road on-ramp.

Although the visual character and quality of public views of the site would be altered, they would not be substantially degraded. As stated, the Project would be consistent with the General Plan and zoning for the site, with approval of the CUPs to allow for the proposed passenger/truck fueling station and drive-thru restaurant and Variance for the freeway pole sign. Proposed improvements associated with the travel

center would be required to comply with the development standards, which would further ensure the visual character and quality of public views of the Project site would not be substantially degraded. In addition to compliance with the development standards established by the Development Code, the Project would be subject to development plan review. Pursuant to Perris Municipal Code Chapter 19.50, *Development Plan Requirements*, the purpose of the development plan review process is to protect the health, safety, and welfare of the citizens of the City; and to ensure that all development proposed within the City is consistent with the City's General Plan, zoning, any applicable specific plan, and City requirements to protect and enhance the built and natural environment. The development plan review process includes the evaluation of certain development impacts and standards, including but not limited to, architectural compatibility with surrounding properties, attractive landscaping plan that ensures visual relief, and location, size, design, density and intensity of proposed development.

Pursuant to Perris Municipal Code Chapter 19.61, *Conditional Use Permits*, the CUP process allows for review of a project's proposed use, including but not limited to, the possible effect of the use on public facilities or surrounding uses. Approval of the CUP requires findings to be made by the approving authority, as outlined in Perris Municipal Code Section 19.54.040(c). In order for a CUP to be approved, findings must be made, including: the proposed location of the conditional use is in accord with the objectives of the Development Code and the purposes of the zone in which the site is located; the proposed plan is consistent with the City's General Plan and conforms to all specific plans, zoning standards, applicable subdivision requirements, and other ordinances and resolutions of the City; the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; the architecture proposed is compatible with community standards and protects the character of adjacent development; and the landscaping plan ensures visual relief and provides an attractive environment for the public's enjoyment.

Perris Municipal Code Chapter 19.62, *Variances*, establishes the purpose of a variance, which is to allow for deviations of the Development Code for practical difficulties, necessary hardships, or results inconsistent with the general intent and purpose of the Municipal Code which occur by reason of the strict interpretation of its provisions and the physical constraints of real property. Approval of a variance requires findings to be made by the approving authority, as outlined in Perris Municipal Code Section 19.54.040(d). In order for a variance to be approved, findings must be made, including: there are unique physical circumstances applicable to the subject land, including size, shape, topography, location or surroundings; the strict application of zoning standards deprives the property of the right to use the land in manner enjoyed by other conforming property in the vicinity under identical zoning standards; the granting of the variance and any appropriate conditions of approval shall not constitute a grant of special privileges which other conforming property properties in the vicinity do not enjoy under identical zoning standards; and the granting of the variance will not adversely affect the objectives, policies, and programs contained in the City's General Plan.

The development plan review, CUP, and variance processes would provide an opportunity for public review and evaluation of site-specific requirements and characteristics, to minimize adverse effects on surrounding properties and the environment, and to ensure that all site development regulations and performance standards are provided in accordance with the City's Municipal Code. Thus, compliance with the Perris Municipal Code would further ensure the Project would not substantially degrade the existing

visual character or quality of public views of the site and its surroundings and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Light impacts are typically associated with the use of artificial light during the evening and nighttime hours and when light spillover, typically defined as unwanted illumination from light fixtures on adjacent properties, occurs. Glare is generally a daytime occurrence caused by reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials that may interfere with the safe operation of motor vehicles on adjacent streets. Daytime glare is more common in urban areas, typically emanating from mid- to high-rise buildings with exterior facades largely or entirely comprising 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. Sensitive uses (i.e., residential uses) could be impacted by light and glare.

Light sources within the Project area are primarily from vehicles traveling on I-215 and the adjacent roadways, as well as from development within the surrounding area. The Project site is currently vacant and undeveloped. Therefore, there are no existing sources of light or glare at the Project site. Development of the Project site with a travel center would introduce new sources of lighting when compared to existing conditions. The proposed Project would introduce interior lighting associated with the travel center buildings, lighting within the fueling areas, security lighting around the exterior of the proposed buildings and throughout the site's parking areas, lighting associated with the proposed signage, as well as lighting from trucks and automobiles accessing the site. The Project would also include a 65-foot-tall illuminated pole sign within the northwest corner of the Project site. The new lighting sources would generally appear similar in character to the existing developed use south of the Project site across Ethanac Road. The Project design would incorporate modern materials including corrugated metal wall panels and glass; however, the design and materials would not involve expansive use of glass or materials that would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Lighting would be incorporated into the Project in compliance with the standards and review process outlined in the Perris Municipal Code. Municipal Code Section 19.02.110, *Lighting*, establishes lighting requirements including, but not limited to: for commercial parking areas, lighting which maintains a minimum of one-foot candlepower across the surface of the parking area to provide adequate illumination for safety and security; for commercial parking areas, lighting standards that are energy efficient and in scale with the height and use of the structures on site; and that all lighting, including security lighting, be directed away from adjoining properties and the public right-of-way. Additionally, commercial structures are required to incorporate exterior lighting to illuminate the exterior of the primary structure. Section 19.75.160, *Sign Illumination Standards*, establishes lighting requirements for signs, including but not limited to: a maximum luminance level for signs that are illuminated at night; a maximum luminance level for illuminated signs at least one-half hour before apparent sunset; and signs with external illumination must be fully shielded lighting fixtures or luminaires.

A photometric plan has been prepared for the proposed Project; refer to Appendix J, Photometric Plan. The photometric plan indicates that proposed Project lighting would be contained within the Project site. Although the Project's proposed lighting introduces lighting where it does not already occur, light spillover and glare would be avoided by requiring that light be designed to project downward and not create glare on adjacent properties and the public right of way. Thus, the Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area and operational impacts would be less than significant.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent roadways and highway, such security lights may result in glare to motorists. However, this potential impact would be reduced to a less than significant level with implementation of mitigation measure AES-1.

Mitigation Measures:

AES-1 Prior to issuance of grading permits, the Project developer shall provide evidence to the City of Perris that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding roadways and highway outside of the staging area or direct broadcast of security light into the sky.

4.2 Agriculture and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

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 City of Perris contains small areas of land designated as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland) pursuant to the Farmland Mapping and Monitoring Program and the City of Perris 2030 General Plan Conservation Element (California Department of Conservation, 2023; City of Perris, 2022). The Project site is identified by the Farmland Finder as "Urban Land" and "Farmland of Local Importance." The Project site is not currently being used for agricultural purposes. The Project would not infringe upon or hinder any current agricultural activity or decrease the amount of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland); no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is comprised of two parcels (APNs 329-250-011 and 329-250-012) totaling approximately 14.4 acres zoned Community Commercial (CC). The Project site is not being used for any agricultural purposes, nor is the site under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use or conflict with a Williamson Act contact and no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is zoned Community Commercial (CC) and is not zoned for forest land, timberland, or for timberland production. According to the 2030 General Plan, no forest land, timberland, or timberland zoned Timberland Production occurs within the City of Perris. The Project site is designated Community Commercial by the 2030 General Plan and no forest land, timberland, or timberland production areas are located within or adjacent to the Project site. Thus, the proposed Project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As described above, no forest land is located within the City of Perris. The Project site is designated Community Commercial in the 2030 General Plan. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land into non-forest use; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described in Responses 4.2(a) through 4.2(d), no farmland or forest land is located within the Project site or surrounding area. Thus, the Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

South Coast Air Quality Management District (SCAQMD) Thresholds

Mass Emissions Thresholds

According to the South Coast Air Quality Management District (SCAQMD), an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established mass daily thresholds of significance for air quality during project construction and operations, as shown in Table 4.3-1, *South Coast Air Quality Management District Emissions Thresholds*. The evaluation of cumulative air quality impacts of the proposed Project has been completed pursuant to the SCAQMD's cumulative air quality impact methodology. The SCAQMD states that if an individual project results in air emissions of criteria pollutants (VOC, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

Table 4.3-1
South Coast Air Quality Management District Mass Daily Emissions Thresholds

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Volatile Organic Compounds (VOC)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NOx)	100	55
Sulfur Oxides (SOx)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, March 2023.		

Localized Carbon Monoxide

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

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

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

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds ("LSTs") for emissions of nitrogen dioxide (NO_2), CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. The City of Perris is located within SCAQMD SRA 24 (Perris Valley) and the nearest sensitive receptors are located approximately 400 feet to the north of the Project site. Table 4.3-2, *Local Significance Thresholds (Construction/Operations)*, shows the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 24 with sensitive receptors located within 100 meters of the Project site.

Table 4.3-2
Local Significance Thresholds for SRA 24 (Construction/Operations)

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

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

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

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

The Project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in non-attainment. To reduce such emissions, the SCAQMD prepared the 2022 Air Quality Management Plan (AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The proposed Project is subject to the SCAQMD's 2022 AQMP.

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

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

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in Table 4.3-3, *Construction-Related Emissions (Maximum Pounds Per Day)*, and Table 4.3-4, *Operational-Related Emissions (Maximum Pounds Per Day)*, the proposed Project construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

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

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

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

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the pre-existing General Plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Perris. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP. The City's adopted 2030 General Plan was incorporated into the 2022 AQMP.

As discussed in Section 4.14, *Population and Housing*, the Project involves the development of a travel center, which would not induce direct population or housing growth in the City. However, the Project would induce employment growth of up to approximately 70 employees. The Project would be within the population, housing, and employment projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

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

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by SCAQMD would be required as identified in Responses b) and (c). As such, the proposed Project meets this 2022 AQMP consistency criterion.

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

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. As discussed above, the Project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, the Project would be consistent with the above criteria and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are 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.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project site include ozone-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

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

Construction-related emissions were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Based on the anticipated construction schedule provided by the Project Applicant, site preparation, grading, and building construction are anticipated to begin in the middle of 2024. Paving is anticipated to occur in late 2024. Refer to Appendix A, *Air Quality/Energy Data & Health Risk Assessment*, for additional information regarding the construction assumptions used in this analysis.

The Project's predicted maximum daily construction-related emissions are summarized in Table 4.3-3, *Construction-Related Emissions (Maximum Pounds Per Day)*. As shown in Table 4.3-3, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, future development would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay the SCAQMD's

goal for meeting attainment standards in the SCAB. Project cumulative air quality impacts associated with construction emissions would be less than significant.

Table 4.3-3
Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
2024	2.3	16.8	88.6	<0.1	8.3	4.1
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1.1.17.
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to Appendix A for model outputs.

Operational Emissions

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

CalEEMod was also used to calculate pollutants emissions from vehicular trips generated by the proposed Project. The vehicle trip rate for the Project was provided by Kimley-Horn Associates; refer to Appendix I, *Transportation Analysis*. The CalEEMod estimated emissions from Project operations are summarized in Table 4.3-4, *Operational-Related Emissions (Maximum Pounds Per Day)*. Note that emissions rates differ from summer to winter because weather factors and fuel types are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

As shown in Table 4.3-4, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, Project cumulative operational impacts would be less than significant.

Table 4.3-4
Operational-Related Emissions (Maximum Pounds Per Day)

Source	Volatile Organic Compounds (VOC)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Summer Emissions						
Area Source	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.2	<0.1	<0.1	<0.1
Mobile	41.7	51.0	468	1.1	96.4	25.1
Total	41.9	51.1	468	1.1	96.4	25.1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Mobile	39.0	54.7	384	1.1	96.4	25.1
Total	39.1	54.8	384	1.1	96.4	25.1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.17; refer to Appendix A for model outputs.						

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Localized Construction Significance Analysis

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

The maximum daily disturbed acreage would be approximately 0.52 acre (i.e. the maximum total building footprint area anticipated for the travel center and shop building). The appropriate SRA for the LSTs is the SCAQMD SRA 24 (Perris Valley), since SRA 24 includes the Project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 1.0 acres. As stated, Project construction is anticipated to disturb a maximum of 0.52 acre in a single day.

The SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are

provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 100 meters were utilized in this analysis for receptors located over 100 meters from the Project site. Table 4.3-5, *Localized Significance of Construction Emissions (Maximum Pounds per Day)*, presents the results of localized emissions during proposed Project construction.

Table 4.3-5
Localized Significance of Construction Emissions (Maximum Pounds per Day)[1]

Construction Activity	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Site Preparation (2024)	2.6	28.3	7.8	4.0
Grading (On-site) (2024)	8.6	34.9	<0.1	1.8
Building Construction (2024)	0.4	14.8	0.1	0.1
Grading (Off-site) (2024)	4.4	35.3	3.7	1.5
Paving (On-site) (2024)	3.2	10.5	0.1	0.1
SCAQMD Localized Screening Thresholds (1 acre at 100 meters)	212	1,746	30	8
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1.1.17; refer to Appendix A for model outputs.
Notes:
1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.

As shown in Table 4.3-5, the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, specific development projects would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning localized emissions during construction activities.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in Table 4.3-6, *Localized Significance of Operational Emissions (Maximum Pounds per Day)*. Table 4.3-6 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning localized emissions during operational activities.

Table 4.3-6
Localized Significance of Operational Emissions (Maximum Pounds per Day)

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

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NOx and VOC are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2022 AQMP, ozone, NOx, and VOC have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NOx and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NOx emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. In addition, since NOx emissions also lead to the formation of $PM_{2.5}$, the NOx reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NOx reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in $PM_{2.5}$ concentrations. NOx-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2022 AQMP identifies robust NOx reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMP plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to Table 4.3-3 and Table 4.3-4. Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to Table 4.3-5 and Table 4.3-6. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or LSTs and, therefore, would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

Toxic Air Contaminants

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

The proposed Project has the potential to impact nearby sensitive receptors due to the nature of the proposed travel center operations, which provide services and amenities, such as fueling facilities, to passing motorists, including commercial truck operators. Heavy-duty diesel trucks are emitters of diesel particulate matter (DPM), which is emitted from on-site truck vehicle circulation and idling and off-site mobile travel, as well as from the off-gassing of benzene vapor from various on-site refueling activities. Combined, these sources have the potential to generate substantial TACs on nearby sensitive receptors,

including those located nearest to the Project site. The SCAQMD has established maximum thresholds of significance for TACs, which would be significant if they exceed the following thresholds:

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

Air dispersion modeling was conducted using AERMOD and HARP-2 risk modeling software to determine cancer and non-cancer TAC risks on the nearest residential and workplace receptors. Maximum incremental residential cancer risk was evaluated over a 70-year period; maximum incremental workplace cancer risk was evaluated over a 40-year period. Chronic and acute cancer risks on the nearest sensitive receptors were also modeled.

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

Table 4.3-7, *Summary of Maximum Health Risks*, displays the residential and workplace cancer risk, and acute and chronic incidence rate results at nearest receptors; refer to Appendix A for the detailed analysis. On-site truck idling emissions were modeled via 16 volume sources located throughout the travel center site, where idling would occur (these were grouped together as volume sources). Additionally, on-site mobile sources and off-site mobile sources (along the relevant roadways leading to the Project site) were analyzed. Benzene emissions from Project gasoline service activities were also modeled. Additional parameters, assumptions, and output selections provided within the modeling is described within the health risk assessment provided in Appendix A.

Table 4.3-7
Summary of Maximum Health Risks

Risk Metric	Maximum Risk (per million persons)	Significance Threshold	Is Threshold Exceeded?
Residential Cancer Risk (30-year exposure)[1]	6.22	10 per million	No
Workplace Cancer Risk (25-year exposure)[2]	5.30	10 per million	No
Chronic (non-cancer)[2]	0.45	Hazard Index ≥1	No
Acute (non-cancer)[2]	0.22	Hazard Index ≥1	No
Sources: AERMOD 11.2.0 (Lakes Environmental Software, 2022); HARP-2 Air Dispersion and Risk Tool			
Notes: 1. The maximum residential cancer risk would be for a residence located approximately 400 feet to the north of the Project site, along Trumble Road, at 25870 Trumble Road. The incremental residential cancer risk (30-year exposure) at this location is as provided within this table. 2. The Receptor with the highest workplace cancer risk, chronic non-cancer risk, and acute non-cancer risk, would be located within and/or adjacent (to the south) of the Travel Center Building.			

As shown in Table 4.3-7, the proposed Project would not exceed the maximum risk values established by the SCAQMD for TACs. All receptor types would be below the applicable SCAQMD significance thresholds and potential impacts would be less than significant.

Construction-Related Diesel Particulate Matter

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

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

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

Carbon Monoxide Hotspots

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

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2022 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the 7,834 net daily new passenger car-equivalent (PCE) trips attributable to the proposed Project. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project Applicant proposes to develop a travel center, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources and operational impacts would be less than significant.

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

finished, further reducing the potential for odors. Any potential impacts to existing adjacent land uses would be short-term and less than significant.

Mitigation Measures: No mitigation measures are required.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
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?			X	
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?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?		X		

This section is based primarily on the *Biological Technical Report and Multiple Species Habitat Conservation Plan Consistency Analysis, Ethanac Travel Center, Riverside County, California* (Biological Technical Report), prepared by ECORP Consulting, Inc., in November 2021 and updated in October 2023, and included in its entirety as Appendix B, *Biological Technical Report*.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation Incorporated.

Special-Status Plants

A records search was completed on September 27, 2021 and October 2, 2023 that included the Project site boundaries as depicted on the USGS 7.5-minute Romoland topographic quadrangle, plus the surrounding eight topographic quadrangles, including Steele Peak, Perris, Lakeview, Winchester, Bachelor Mountain, Murrieta, Wildomar, and Lake Elsinore. The records search was generated from the California Natural Diversity Database (CNDDB) and California Native Plant Society's (CNPS) Electronic Inventory. The 2021 and 2023 database searches identified 41 and 42 special-status plant species, respectively, that occur near the Project site. This included the addition of Nevin's barberry from 2021 to 2023. A list was generated from the results of the literature review and the Project site was evaluated for suitable habitat that could support any of the special status plant species on the list. Of the 42 special-status plants, two (San Diego ambrosia and thread-leaved brodiaea) were found to have a moderate potential to occur on the Project site due to the presence of marginally suitable habitat and records within five miles. The remaining 40 species were presumed absent due to the lack of suitable habitat, soil type, and/or elevation range at the Project site. The special-status plant species with potential to occur on and/or near the Project site are shown in Appendix B.

Biological reconnaissance surveys were conducted on October 1, 2021 and on October 4, 2023. The Project site consists of an undeveloped lot containing ruderal vegetation that was heavily disturbed. Vehicle tracks were present throughout the site and trash was observed scattered throughout with heavier concentrations along the eastern and southern boundaries where the Project site meets Trumble Road and Ethanac Road. At the time of the 2021 survey, the entire Project site appeared to have been recently disced. At the time of the 2023 survey, although no signs of recent mechanical ground disturbance (e.g., disking) were evident, the Project site did show a history of anthropogenic-related disturbance in the form of compacted soils, trash, and vehicle tracks. Additionally, vegetation appeared recently trampled on or tamped down in many areas.

The Project site is bounded by the I-215 north onramp to the west, Ethanac Road to the south, Trumble Road to the east, and vacant land to the north. There is commercial development to the west, commercial development and vacant land to the south, undeveloped and industrial areas to the east, and industrial and commercial development to the north. Three drainage culverts were observed outside of the Project site within the survey buffer: two outside the southwest corner of the site and one along the site's western boundary. One isolated roadside ditch was identified during the survey outside of the Project site in the northwestern portion of the survey buffer. This feature did not connect to any water or wetland features within the Project site. This roadside ditch was dry at the time of the survey but contained cracked soil and small amounts of low-growing mesic vegetation.

The Project site is within an urban environment that is generally subjected to repeated and ongoing disturbance from human activities. The vegetation community on the Project site was identified as disturbed nonnative grassland during the 2021 survey. The northern and southwestern portions of the

Project site had been recently disced. Vehicle tracks were present throughout the Project site. The vegetation height through the majority of the site was less than six inches at time of the 2021 survey. Due to the level of disturbance and dominance of nonnative and weedy vegetation during the 2023 survey, this vegetation community classification has been revised to Disturbed. Disturbed is not a vegetation community but rather a landcover type. Areas defined as Disturbed are generally areas where native vegetation communities have been heavily influenced by human activities, such as disking, and lack development.

The dominant plant species observed on the majority of the Project site were nonnative or weedy species. The northeastern portion of the survey buffer, outside of the Project site, contained a much higher diversity of species. The isolated roadside ditch running along the northwestern edge contained more mesic species and the three drainage culverts contained a couple of riparian species. A stand of nine eucalyptus (*Eucalyptus* spp.) trees were observed in a row along the southern edge of the Project site, north of Ethanac Road.

Plant species observed on much of the Project site were generally characteristic of disturbed urban areas: grass species (*Bromus* spp.), short-podded mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), and telegraph weed (*Heterotheca grandiflora*) dominated the majority of the Project site. Other plant species observed during the biological survey included bush sunflower (*Encelia californica*), jimson weed (*Datura wrightii*), salt heliotrope (*Heliotropium curassavicum*), California buckwheat (*Eriogonum fasciculatum*), mulefat (*Baccharis salicifolia*), turkey mullein (*Croton setiger*), salt grass (*Distichlis spicata*), vinegar weed (*Trichostema lanceolatum*), cocklebur (*Xanthium strumarium*), Jerusalem oak (*Dysphania obtrusive*), pampas grass (*Cortaderia selloana*), flatsedge (*Cyperus* sp.), phacelia (*Phacelia* sp.), and sedge (*Carex* sp.).

The Project site consists of disturbed land and is largely devoid of native vegetation. No native vegetation communities are present within the Project site; rather, the Project site consists of the land cover Disturbed. Two special-status plant species were found to have a moderate potential to occur (San Diego ambrosia and thread-leaved brodiaea) on the Project site. If rare, special-status, or narrow endemic plants occur on the Project site, direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality may occur and may be considered significant under CEQA. Within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), San Diego ambrosia is a Narrow Endemic Plant Species and smooth tarplant is a Criteria Area species. Impacts to these species have already been contemplated and addressed under the MSHCP. Furthermore, the Project site is neither located in an MSHCP-designated Narrow Endemic Plant Species Survey Area nor a Criteria Area. The Project is a covered activity under the MSHCP. Therefore, additional focused surveys and implementation of mitigation for these two species are not required. The proposed Project would have a less than significant impact on special-status plants.

Special-Status Wildlife

The 2021 and 2023 database searches identified 47 and 45 special-status wildlife species, respectively, that occur near the Project site. This included one additional special-status wildlife species (Crotch bumble bee) and the removal of three special-status wildlife species (Dulzura pocket mouse, northwestern San Diego pocket mouse, and San Diego black-tailed jackrabbit) from 2021 to 2023. Removal or addition of a special-status species is often is often due to a change in state listing, federal listing, and/or review and updates to occurrence data on behalf of the CNDDB and CNPS. Recent mechanical disturbances on the

site, proximity to industrial and commercial development, the presence of anthropogenic influences on the site, and the lack of suitable habitat likely preclude many of these species from occurring. A complete list of the special-status wildlife species with details on habitat requirements and potential for occurrence designations is included in Appendix B.

Two species have a high potential to occur on the Project site due to the presence of suitable habitat occurring on the Project site and a known occurrence that has been recorded within five miles of the Project site: burrowing owl and San Diego black-tailed jackrabbit (Lepus californicus bennettii). At the time of the 2021 report, San Diego black-tailed jackrabbit was a California Species of Special Concern (SSC) and included in analyses. However, in 2023 this species' listing status changed and it is no longer considered special-status. Therefore, this species has been removed from further analyses. One wildlife species has a moderate potential to occur on the Project site due to the presence of marginal or limited suitable habitat within the Project site and recent and/or historic observations documented within five miles of the Project site: Crotch bumble bee.

Burrowing Owl

The literature review identified numerous recent and historical occurrences within five miles of the Project site. The most recent occurrence (OCC #2035) was in 2017 approximately four miles from the Project site. The closest occurrence (OCC #1940) was observed in 2017 approximately one mile from the Project site. No new occurrences were documented in the 2023 literature review. Due to the presence of open, marginally suitable grassland habitat and the recent documented occurrence of the species within five miles of the Project site, burrowing owl was determined to have a high potential to occur.

Burrowing owl is an MSHCP Covered Species and a CDFW SSC. The Project site is located within a designated survey area under the MSHCP for burrowing owl. Burrowing owl habitat assessments were conducted concurrently with the biological reconnaissance surveys on October 1, 2021, and on October 4, 2023. Marginally suitable open, grassland habitat is present on the Project site. Numerous small mammal burrows were present throughout the site during both the 2021 and 2023 surveys, many of suitable size with potential for burrowing owl occupation. Burrows were checked for sign of burrowing owl (e.g., whitewash, feathers, pellets). No burrowing owl sign such as whitewash, feathers, or pellets were observed at any of the burrows.

Per MSHCP requirements, focused surveys will be required on the Project site prior to construction to further ascertain presence of the species. As previously documented, during the surveys and burrowing owl habitat assessments, numerous suitable burrows were observed on the Project site and within the survey buffer. California ground squirrel activity was also observed onsite during the survey. The soils within the Project site appeared to have been recently mechanically disturbed (e.g., disced), which reduces the site's suitability for burrowing owl. No burrowing owls or burrowing owl sign were observed during the survey. However, due to the mobile nature of the species, it is possible that burrowing owl could use the site prior to the start of Project activities. If burrowing owl are found to be using or nesting on the Project site prior to the start of construction, direct impacts may occur in the form of mortality or injury in the form of ground disturbance, entombment, and vegetation removal. Indirect impacts from construction noise, increased human and vehicular activity, dust, habitat loss, and ground vibrations may occur. In order to avoid potentially significant impacts to burrowing owl, mitigation measure BIO-1 would be required, which requires a pre-construction survey for burrowing owls be completed prior to

construction activities in accordance with the Western Riverside MSHCP Burrowing Owl Survey Instructions and implementation of mitigation measures in the event burrowing owls are observed.

Crotch Bumble Bee

The flight period for Crotch bumble bee queens in California is from late February to late October. Their flight period peaks in early April and there is a second pulse in July. The flight period for workers and males in California is from late March through September; worker and male abundance peak in early July. Suitable Crotch bumble bee habitat includes areas of grasslands and upland scrub that contain requisite habitat elements, such as small mammal burrows. Crotch bumble bees primarily nest in late February through late October underground in abandoned small mammal burrows, but may also nest under perennial bunch grasses, thatched annual grasses, or brush piles or in old bird nests and dead trees or hollow logs. Overwintering sites utilized by Crotch bumble bee mated queens include soft, disturbed soil, or under leaf litter or other debris. The 2023 literature review identified four historic and once recent occurrence of this species within five miles of the Project site. This species was not included in the 2021 report because its status as a Candidate for state listing was not in effect at that time. The most recent occurrence was documented in 2020 approximately five miles northwest of the Project site (OCC #215). The nearest occurrence was documented in 1973 (OCC #214) approximately two miles northwest of the Project site. Due to the presence of suitable burrowing habitat (e.g., California ground squirrel burrows and pockets of friable soils), the presence of nectar resources, and recent and historic CNDDB occurrences within five miles of the Project site, Crotch bumble bee was determined to have a moderate potential to occur.

Crotch bumble bee is a state Candidate Endangered species and therefore, it is afforded all the protections as though it were listed under the California Endangered Species Act (ESA). As discussed above, there is moderate potential for the Crotch bumble bee to occur within the Project site. If Crotch bumble bee are found within the Project site prior to the start of construction, directly impacts may occur in the form of ground disturbance, habitat loss, and mortality and indirect impacts from construction vibrations. In order to avoid potentially significant impacts to Crotch bumble bee, mitigation measure BIO-2 would be requires, which requires preconstruction surveys for Crotch bumble bee be completed prior to construction activities in accordance with CDFW's Survey Considerations for CESA Candidate Bumble Bee Species and implementation of mitigation measures in the event Crotch bumble bees are detected.

Additional Species

In addition, six species have a low potential to occur on the Project site because limited habitat for the species occurs onsite and a known occurrence has been reported in the database, but not within five miles of the site; or a historic documented observation (more than 20 years old) was recorded within five miles of the Project site; or suitable habitat strongly associated with the species occurs on site, but no records were found in the database search. Special-status wildlife species with a low potential to occur include: Coast horned lizard (*Phrynosoma blainvillii*), Northern harrier (*Circus hudsonius*), Stephens' kangaroo rat (*Dipodomys stephensi*), Southern grasshopper mouse (*Onychomys torridus ramona*) Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), and American badger (*Taxidea taxus*). At the time of the 2021 report, Dulzura pocket mouse and northwestern San Diego pocket mouse were SSC and determined to have low potential to occur. However, in 2023 these species' listing status changed and these species are no longer considered special-status. Therefore, these species have been removed from further analyses.

For the remaining six species with low potential to occur, if present, direct impacts to these species could occur in the form of injury or mortality due to vehicle or equipment strike or entombment inside of burrows that are graded over during construction and loss of habitat. Indirect impacts may occur in the form of increased human activity, noise, dust, nighttime lighting, and ground vibrations. If present, these species are not expected to occur at high densities due to the highly disturbed nature of the Project site and recent mechanical disturbances to the soil affecting habitat or prey base for these species. The loss of the SSC individuals (all species except Stephens' kangaroo rat), if present, on this 13.77-acre site would not contribute to the decline in regional populations and would therefore not be considered a significant impact under CEQA.

The Project site is located within the Stephens' kangaroo rat fee assessment area that requires the payment of the appropriate fee set forth in Riverside County Ordinance No. 663 as mitigation for loss of habitat for the species. Stephens' kangaroo rat has a low potential to occur on the Project site due to the marginally suitable habitat present in the grassland habitat and loose friable soils; however, the relatively isolated nature of the site being surrounded by urban development and the recent and ongoing mechanical disturbances to soils on the Project site likely preclude this species from occurring. To offset impacts to the species to less than significant, all applicants for development permits within the fee assessment area must pay a mitigation fee as set forth in Riverside County Ordinance No. 663.

The remaining 37 species (refer to Appendix B), were not present at the Project site during the surveys and/or habitat was not present or suitable. No additional occurrences were documented in the 2023 literature review. Thus, these species are presumed absent from occurring on or adjacent to the site due to the lack of suitable habitat, including the recent mechanical disturbances to the soils, proximity to I-215, and the presence of anthropogenic disturbances associated with the commercial and industrial development surrounding the site. No impacts to the 37 presumed absent special-status wildlife species are anticipated to result from the development of the proposed Project.

Nesting Birds

The trees on and immediately adjacent to the Project site as well as a few isolated shrubs adjacent to the site could provide nesting habitat for nesting birds and raptors protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Furthermore, the Project site could provide nesting habitat for ground-nesting bird species. During the 2023 survey, northwest of the Project site and within the 500-foot buffer, an inactive stick nest was documented in a billboard structure. If construction of the proposed Project occurs during the bird nesting season (typically February 1 through August 31, although the nesting season may be extended due to weather and drought conditions), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat on the Project site, and indirectly through increased noise, vibrations, and increased human activity. Impacts to nesting birds would be less than significant with the implementation of mitigation measure BIO-3, which would require a preconstruction nesting bird survey if activities with the potential to disrupt nesting birds are scheduled to occur during the bird nesting season and implementation of mitigation measures in the event nesting birds are observed.

Given the absence of observations, or appropriate habitat for, special-status wildlife, and with implementation of mitigation measures BIO-1, BIO-2, and BIO-3, the proposed Project would have a less than significant impact on special-status wildlife species.

Mitigation Measures:

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

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (CDFW 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

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

BIO-2 Preconstruction Surveys for Crotch Bumble Bee. If the Crotch bumble bee is no longer a Candidate or formally Listed species under the California ESA at the time ground-disturbing activities occur, then no additional protection measures are proposed for the species.

If the Crotch bumble bee is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, preconstruction surveys shall be conducted in accordance with the CDFW's Survey Considerations for CESA Candidate Bumble Bee Species (CDFW 2023) the season immediately prior to Project implementation. A

minimum of three Crotch bumble bee preconstruction surveys shall be conducted at two- to four-week intervals during the colony active period (April through August) when Crotch bumble bee is most likely to be detected. Non-lethal, photo voucher surveys shall be completed by a biologist who holds a Memorandum of Understanding to capture and handle Crotch bumble bee (if nesting and chilling protocol is to be utilized) or by a CDFW-approved biologist experienced in identifying native bumble bee species (if surveys are restricted to visual surveys that will provide high-resolution photo documentation for species verification). The surveyor shall walk through all areas of suitable habitat focusing on areas with floral resources. Surveys shall be completed at a minimum of one person-hour of searching per three acres of suitable habitat during suitable weather conditions (sustained winds less than 8 mph, mostly sunny to full sun, temperatures between 65 and 90 degrees Fahrenheit) at an appropriate time of day for detection (at least an hour after sunrise and at least two hours before sunset, though ideally between 9:00 AM and 1:00 PM).

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

BIO-3 Preconstruction Survey for Nesting Birds. In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Biologist shall monitor the nest

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

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

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. The Project site consists of disturbed non-native grassland and does not support any sensitive natural communities. No impacts to sensitive natural communities are anticipated as a result of this Project.

No state or federally protected wetlands or waters of the U.S. were identified on the Project site; therefore, no impacts to these resources are expected to occur. An isolated roadside ditch outside of the Project site to the northwest may be jurisdictional; however, because this feature is outside the Project site, impacts are not expected to occur. Three drainage culverts exist outside the Project site to the west and southwest; however, impacts to these culverts are also not expected as a result of the Project due to their location outside of the Project boundaries. The Project does not include any offsite improvements that would affect either the drainage culverts or the isolated roadside ditch. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. The Project site is located within and adjacent to areas containing existing disturbances (e.g., paved roads, a major highway, and commercial and industrial developments). The Project site is disturbed and contains poor vegetative cover that would facilitate wildlife movement. No migratory wildlife corridors or native wildlife nursery sites were identified within the Project site. As previously discussed in Section 4.4(a), the trees on and immediately adjacent to the Project site as well as a few isolated shrubs adjacent to the site could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. Furthermore, the Project site could provide nesting habitat for ground-nesting bird species and suitable burrowing habitat with the potential to provide nesting opportunities for Crotch bumble bee. In order to reduce potential

impacts to wildlife species potentially nesting within the Project site, the Project would be required to comply with mitigation measures BIO-1, BIO-2, and BIO-3, which would ensure protection of any birds and active nests and reduce potential impacts to a less than significant level.

Mitigation Measures: Refer to mitigation measures BIO-1, BIO-2, and BIO-3.

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

Less Than Significant Impact. Nine non-native eucalyptus trees are located along the Project site's southern boundary. Perris Municipal Code Section 19.71.050*, Tree Protection*, provides protections 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. Compliance with the City's Municipal Code, including a tree removal permit and/or conditions imposed by the Director of Public Works, would ensure that the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, with adherence to existing regulations, the Project would have a less than significant impact relative to this topic.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact With Mitigation Incorporated. The Western Riverside County MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on conservation of species and their associated habitats within a 1.26-million-acre jurisdictional area in Western Riverside County (WRCRCA, 2003). The MSHCP Plan Area includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional area of Perris and 13 other cities in western Riverside County. The MSHCP provides coverage (including "take" authorization for listed species) for special-status plant and wildlife species, as well as mitigation measures for impacts to sensitive species. Through agreements with the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (CDFW), the MSHCP designates 146 special-status wildlife and plant species that receive some level of coverage under the plan. Of that total, the majority of these species are considered to be "adequately conserved" and have no additional survey requirements as set forth in Section 6.3.2 of the MSHCP. Covered species for which surveys may be required by applicants for public and private development projects include four birds, three mammals, three amphibians, three crustaceans, 14 Narrow Endemic Plants, and 13 other sensitive plants within the Criteria Area, which is the area identified by the MSHCP as having conservation potential.

The Project site is located within the planning area for the MSHCP, but is outside of any Cell Groups, Criteria Cells, and Subunit designations. Because development of the Project site is a covered activity within the MSHCP, it is an allowable use that has been contemplated within the MSHCP. However, projects that are covered still need to comply with MSHCP requirements. Section 6.0 of the MSHCP requires assessment of the potential effects from the Project on biological resources including riparian/riverine areas, vernal pools, fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In

addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in the proximity of MSHCP Conservation Areas. Compliance with MSHCP requirements is summarized below.

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)

In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp. The Project site does not contain riparian or riverine communities, vernal pool habitat, or suitable habitat for fairy shrimp. Outside of the Project site to the northwest, mesic vegetation was observed and an isolated roadside ditch with cracked soil was identified. Although this area has the potential to provide vernal pool habitat suitable for fairy shrimp, it is located outside the Project boundaries and would be avoided under the proposed Project. Three culverts were recorded outside the Project site boundaries; however, no hydric soils were observed in association with the three culverts located outside the Project site boundaries. Therefore, no impacts to riparian and riverine habitat, vernal pools, or fairy shrimp habitat are anticipated as a result of the proposed Project.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

In accordance with Section 6.1.3 of the MSHCP, the Project site was reviewed to determine whether it is located within a Narrow Endemic Plant Species Survey Area. The Project site is not located within a Narrow Endemic Plant Species Survey Area or a Criteria Area.

Burrowing Owl Habitat Assessment (MSHCP Section 6.3.2)

In accordance with Section 6.3.2 of the MSHCP, habitat assessments for burrowing owl were performed in October 2021 and October 2023. The Project site is located within the MSHCP-designated burrowing owl survey area. Suitably sized burrows were identified on the Project site during the burrowing owl habitat assessments that were performed in accordance with the MSHCP burrowing owl guidelines.

Although no burrowing owls or burrowing owl sign were observed during the reconnaissance surveys, marginally suitable habitat and numerous potential burrows were observed on and adjacent to the Project site. In accordance with the requirements in Section 6.3.2 of the MSHCP, focused burrowing owl surveys conducted during the burrowing owl breeding season would be required in order to determine burrowing owl presence on the Project site. Furthermore, preconstruction surveys would be conducted prior to the start of Project construction. The focused surveys and preconstruction surveys shall follow the protocols set forth in the MSHCP burrowing owl survey guidelines. Implementation of mitigation measure BIO-1 would ensure Project compliance with the MSHCP requirements in Section 6.3.2.

Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The requirements for Urban/Wildlands Interface for the management of edge factors do not apply to the Project site because the Project site is not situated adjacent to any wildlands or MSHCP-designated Conservation Areas. The Project site is isolated from larger, contiguous blocks of native habitat and completely surrounded by residential development, urban development, and other anthropogenic land use. A net long-term increase of edge impacts is not expected as a result of this Project.

Additional Surveys (MSHCP Section 6.3.2)

The Regional Conservation Authority MSHCP Information Map was reviewed to determine if the Project site was located with any other MSHCP-designated survey areas beyond burrowing owl. The Information Map revealed that the Project site is not located within the amphibian species, criteria area species, or mammalian species survey areas. Therefore, no further habitat assessments or surveys are required.

Conclusion

The Project site is located within the planning area for the MSHCP, but is outside of any Cell Groups, Criteria Cells, and Subunit designations. Further, as previously described in Section 4.4(a), Stephens' kangaroo rat is not expected within the area due to surrounding urban development, high level of disturbance, and lack of suitable habitat. As the Project site is located within the Stephens' kangaroo rat fee assessment area, the Project Applicant would be required to pay a mitigation fee as set forth in Riverside County Ordinance No. 663. Further, preconstruction surveys following the protocols set forth in the MSHCP burrowing owl survey guidelines would be conducted prior to the start of Project construction, as described in mitigation measure BIO-1. Therefore, the proposed Project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved plan and impacts would be less than significant.

Mitigation Measures: Refer to mitigation measure BIO-1.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

This section is based primarily on the *Cultural Resources Survey for the Perris Ethanac Travel Center Project, Perris, Riverside County, California* (Cultural Resources Survey), prepared by Anza Resource Consultants, dated November 2021, and updated in October 2023 by Chronicle Heritage, and included in its entirety as Appendix C, *Cultural Resources Survey*.

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

No Impact. According to State CEQA Guidelines Section 15064.5, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. A resource is considered historically significant if it meets at least one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
- Associated with the lives of persons important to local, California or national history;
- Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

As part of the Cultural Resources Survey, a records search of the California Historical Resources Information System (CHRIS) was performed at the Eastern Information Center (EIC) located at University of California, Riverside to identify previous cultural resources studies and previously recorded cultural resources within a one-mile radius of the Project site. The CHRIS search was conducted on September 28, 2021, and included a review of the National Register of Historic Places (NRHP), the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations

of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps. Property-specific historic research was also conducted to determine any potential historic significance associated with a previous property owner. Results of the records search indicated that 42 cultural resources studies have been conducted within a one-mile radius of the Project site. None of the 42 studies included the Project site. A total of 16 resources were identified within a one-mile radius of the Project site, including 14 historic built environment resources, one prehistoric isolated artifact, and one multicomponent site with both a historic refuse deposit and prehistoric bedrock milling features. However, none of these resources is within or adjacent to the Project site. Further, property-specific historic research did not indicate any historic significance associated with previous property ownership.

A pedestrian survey of the Project site was also conducted. No cultural resources of historic origin were observed within the Project boundaries during the field survey conducted on July 22, 2021. In addition, no historic period buildings or structures were observed in the vicinity of the Project site.

As no historic or potentially historic built environment resources are located within the Project site or surrounding area, and previous property ownership is not historically significant, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5 and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. As discussed above in Response 4.5(a), 42 cultural resources studies have been conducted within a one-mile radius of the Project site. A total of 16 resources were identified within a one-mile radius of the Project site, however, none of these resources is within or adjacent to the Project site. Further, no cultural resources of historic origin were observed within the Project boundaries during the field survey.

As part of preparation of the Cultural Resources Study, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on June 24, 2021. The NAHC responded on July 16, 2021, stating that a search of the SLF was completed with negative results (i.e., no sacred lands or resources important to Native Americans are recorded within the vicinity of the Project site). Letters were mailed to 23 Native American contacts on July 13, 2021 describing the Project and requesting if they had knowledge regarding cultural resources of Native American origin within or near the Project site. The Rincon Band of Luiseño Indians responded in a letter delivered via email on July 19, 2021, stating that the Project site is within the traditional Luiseño use area and of interest to the Rincon Band, but they have no knowledge of resources in the Project vicinity. The Rincon Band asked that an archaeological records search be conducted, and a copy of the report provided to the Rincon Band. The Quechan Indian Tribe responded via email on July 21, 2021, stating they have no comments regarding the proposed Project and defer to local tribes. The Agua Caliente Band of Cahuilla Indians (ACBCI) responded in a letter attached to an email on August 11, 2021, stating that the proposed Project is within the tribe's traditional use area and requesting that a cultural resources study be conducted by a qualified archaeologist, that copies of the records search results and any reports produced be provided to ACBCI. In compliance with Assembly Bill 52 (AB 52), the City provided formal notification to those California Native American Tribal

representatives requesting notification in accordance with AB 52; refer to Section 4.18, *Tribal Cultural Resources*.

Based on the assessment conducted as part of the Cultural Resources Report, the archaeological sensitivity of the Project site is considered low. However, while highly unlikely, there is the potential for accidental discovery of archaeological resources during ground-disturbing activities, which could result in potential impacts. Mitigation measure CUL-1 has been incorporated to reduce potentially significant impacts to previously undiscovered cultural resources that may be encountered during Project implementation. With implementation of mitigation measure CUL-1, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5 and impacts would be less than significant.

Mitigation Measures:

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

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Agua Caliente Band

of Cahuilla Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

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

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

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

Less Than Significant Impact With Mitigation Incorporated. The Project site and surrounding area are designated commercial areas under the General Plan, and there are no dedicated cemeteries within the Project site or adjacent area. While the potential for the proposed Project to disturb previously undiscovered human remains is unlikely, previously undiscovered human remains could be located within

the Project site and could be disturbed by construction activities, resulting in a potentially significant impact.

If human remains are found, the remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99. Health and Safety Code Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. Health and Safety Code Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the procedures set forth in Public Resources Code Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. Implementation of mitigation measure CUL-2 would ensure that if human remains are found during excavation, excavation would be halted near the find until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. If the human remains are determined to be prehistoric, the coroner would notify the NAHC. Following compliance with mitigation measure CUL-2, the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures:

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

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

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

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4.6 Energy

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

REGULATORY FRAMEWORK

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2022 Title 24 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards. Over 30 years, the 2022 Title 24 standards is estimated to reduce 10 million metric tons of greenhouse gas emissions.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials (U.S. Green Building Council, 2020).

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board or the California Air Resources Board's (CARB), and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

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

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

Less Than Significant Impact. The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered "wasteful, inefficient, and unnecessary" if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The Project proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators on the currently undeveloped site. The amount of energy used at the Project site would directly correlate to the size of the Project buildings, the energy consumption of the buildings and outdoor lighting, and the fuel used by vehicle trips generated during Project operation. Other major sources of Project energy consumption include fuel used by vehicle trips generated during Project construction, and fuel used by off-road construction vehicles during construction.

The following discussion provides calculated levels of energy use expected for the proposed Project, based on commonly used modelling software (i.e. CalEEMod v.2022.1 and the California Air Resource Board's EMFAC2021). It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the Project; thus, this discussion provides a conservative estimate of proposed Project emissions.

Electricity and Natural Gas

Electricity used by the Project would be used primarily to power on-site buildings; the Project would not utilize natural gas. Total annual natural gas (kBTU) and electricity (kWh) usage associated with the operation of the Project are shown in Table 4.6-1, *Project Operational Natural Gas and Electricity Usage*.

Table 4.6-1
Project Operational Natural Gas and Electricity Usage

Emissions	Project Annual Consumption	Riverside County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	3,348	430,843,598	0.0008%
Electricity Consumption (MWh/year)	160	16,767,236	0.001%
Sources: CalEEMod version 2022.1.1.17; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.			

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

As shown in Table 4.6-1, Project operational electricity usage is forecast to represent an approximately 0.002 percent increase above the County's typical annual electricity and natural gas consumption, respectively. These increases are minimal in the context of the County as a whole.

On-Road Vehicles (Operation)

The Project would generate vehicle trips during its operational phase. According to the transportation analysis prepared by Kimley-Horn Associates, the Project would generate approximately 7,834 net daily new passenger car-equivalent (PCE) trips attributable to the proposed Project. Based on fleet mix data provided by CalEEMod and Year 2022 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2021, a weighted MPG factor for operational on-road vehicles of approximately 25.0 MPG for gasoline vehicles, and 7.4 for diesel vehicles, were derived. Therefore, the Project would generate vehicle trips that would use approximately 4,170 gallons of gasoline per day and 7,252 gallons of diesel per day, or 1,521,924 gallons of gasoline per year and 2,647,115 gallons of diesel per year.

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of anticipated vehicle fuel consumption were derived based on the assumed construction schedule, vehicle trip lengths, and number of workers per construction phase as provided by CalEEMod, and Year 2022 gasoline MPG factors provided by EMFAC2021. Table 4.6-2, *On-Road Mobile Fuel Generated by Project Construction Activities – By Phase*, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the Project would occur during the building construction phase.

Table 4.6-2
On-Road Mobile Fuel Generated by Project Construction Activities – By Phase

Construction Phase	# of Days	Total Daily Worker Trips[(1)]	Total Daily Vendor Trips[(1)]	Total Hauler Trips[(1)]	Gallons of Gasoline Fuel[(2)]	Gallons of Diesel Fuel[(2)]
Site Preparation (2024)	3	18	0	0	38	0
Grading (On-site) (2024)	39	20	0	0	555	0
Grading (Off-site) (2024)	8	20	0	0	114	0
Building Construction (2024)	86	2	1	0	122	146
Paving (2024)	23	15	0	0	263	0
Total					**1,092**	**146**

Sources: CalEEMod Version 2022.1.1.17; EMFAC2021.
Notes:
1. Provided by CalEEMod.
2. Refer to Appendix A for further detail.

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of the Project. Off-road construction vehicles expected to be used during the construction phase of the Project include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO_2 emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO_2 to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 12,238 gallons of diesel fuel for off-road construction vehicles during the demolition, site preparation, and grading phases of the Project; refer to Appendix A for detailed calculations.

Conclusion

The proposed Project would use energy resources for the operation of the buildings (e.g., electricity), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during Project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The Project would be responsible for conserving energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards ("part 6"), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the

Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. SCE, the electricity provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with all existing energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, or conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
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?			X	
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?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

This section is based in part on the *Geotechnical Evaluation Report Travel Plaza Perris at Corner of Trumble Road & Ethanac Road, Perris, California* (Geotechnical Report), prepared by Geotechnical Solutions, Inc, dated June 11, 2021 and included in its entirety as Appendix E, *Geotechnical Studies*; and the *Cultural Resources Survey for the Perris Ethanac Travel Center Project, Perris, Riverside County, California* (Cultural Resources Survey), prepared by Anza Resource Consultants, dated November 2021 and updated October 2023 by Chronicle Heritage and included in its entirety as Appendix C, *Cultural Resources Survey*.

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

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

***No Impact*.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet).

According to the California Geologic Survey (CGS) Earthquake Zones of Required Investigation, the Project site is not within an Alquist-Priolo Fault Zone as defined by the State of California in the Earthquake Fault Zoning Act (CGS, 2023). Additionally, the Geotechnical Report determined that the potential for direct surface fault rupture in the Project area is considered very low. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located in a seismically active area that has historically been affected by moderate to occasionally high levels of ground motion. As a result, during the life of any potential site development, it is likely the Project site would experience moderate to occasionally high ground shaking from nearby fault zones, as well as some background shaking from other seismically active areas of the southern California region. Therefore, development of the Project site could expose people or structures to potential adverse effects as a result of strong seismic ground shaking. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter.

The Project site is currently undeveloped. The Project Applicant proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators on the currently undeveloped site. A Geotechnical Report was conducted to provide a preliminary geotechnical evaluation of the Project site relative to the proposed development. The study included review of available geotechnical background information; limited subsurface geotechnical evaluation consisting of the excavation of eleven borings ranging in depth from

approximately 10 to 51.5 feet below the existing ground surface; one field infiltration test; laboratory testing of select soil samples; and a summary of preliminary findings, conclusions, and recommendations for the development of the proposed Project. The study determined the proposed development would be feasible from a geotechnical standpoint provided recommendations in the Geotechnical Report are implemented. The Geotechnical Report provides seismic, geotechnical design, and construction considerations, including specific recommendations for site earthwork, foundation design, retaining wall design and construction, and pavement design, amongst others, based on CBC seismic design standards in place at the time of the report. The Geotechnical Report found that the most significant geologic hazard to the Project is the potential for moderate to severe ground shaking resulting from earthquakes generated on the faults close to the site.

Pursuant to Perris Municipal Code Chapter 16.04, *Enforcement of Building Regulations*, the City has adopted the 2019 California Building Standards Code (CBSC), subject to certain amendments and changes, including amendments specific to seismic conditions. Future development would be required to comply with all applicable regulations in the most recent CBSC, as amended by the Perris Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The Perris Building Inspector and Building Department, would review construction plans for compliance with the CBSC and Perris Municipal Code, as well as the Geotechnical Report's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The City's General Plan Safety Element Figure S-6 identifies the Project site as being located outside of areas considered susceptible to liquefaction. Additionally, the Project site is not located within a zone mapped as requiring evaluation of earthquake-induced liquefaction according to CGS (CGS, 2023). As part of the Geotechnical Report, groundwater was not encountered within a drilled hole depth of 51.5 feet and the historic groundwater depth was determined to be deeper than 50 feet below the existing ground surface. The nearest well indicated the highest groundwater elevation was at 1,331.86 feet above mean sea level. The elevation at the Project site is about 1,426 feet above mean sea level, indicating the historic groundwater depth was around 95-feet below the existing ground surface. Thus, groundwater is not anticipated to affect the site adversely. The Project would be required to comply with the CBSC, as amended by the Perris Municipal Code, as well as the recommendations provided in the Geotechnical

Report. The Perris Building Inspector and Building Department, would review construction plans for compliance with the CBSC and Perris Municipal Code, as well as the Geotechnical Report's recommendations. Thus, compliance with the established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with liquefaction at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The site has not been evaluated by the California Geologic Survey (CGS) for earthquake-induced landsliding potential. The Project site is not located within an area susceptible to landsliding, as identified in the City's General Plan Safety Element. Geologic hazards associated with landsliding are not anticipated; the Geotechnical Report found geologic hazards associated with landsliding are unlikely as the Project site is far from steep slopes. Further, the Project site and surrounding area are relatively flat and do not contain any landforms capable of experiencing landslides. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site and surrounding area are relatively flat. Grading and earthwork activities associated with proposed development of the Project site could expose soils to potential short-term erosion by wind and water. Development of the proposed Project would disturb more than one acre of soil (i.e., approximately 14 acres); therefore, the proposed Project is subject to the requirements of the State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, Order 2009-0009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil.

Further, the Perris Municipal Code Chapter 14.22, *Stormwater/Urban Runoff Management and Discharge Control*, requires the reduction of pollutants being discharged to the waters of the U.S. through the elimination of non-stormwater discharges to the municipal stormwater system; elimination of the discharge of pollutants into the municipal storm drain system; reduction of pollutants in stormwater discharges to the maximum extent practicable; the protection and enhancement of the quality of the waters of the U.S. consistent with the provisions of the Clean Water Act; and requires a water quality management plan for new developments.

Following compliance with the established regulatory framework identified in the Perris Municipal Code, the SWRCB, and the Clean Water Act regarding stormwater and runoff pollution control, potential impacts associated with soil erosion and the loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Refer to Responses 4.7(a)(3) and (a)(4) regarding the potential for liquefaction and landslides, respectively.

According to the Geotechnical Report, the Project site is in an area of stable soil conditions with low shrink-swell potential. Thus, the Project site has not been identified as having the potential for lateral spreading, subsidence, or collapse. Further, the Geotechnical Investigation notes that the Project would not be subject to geologic hazard from settlement, slippage, or landslide provided the recommendations of the Geotechnical Investigation are incorporated into the proposed construction. The Geotechnical Report includes specific recommendations based on seismic design parameters and geologic conditions for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors.

The Project would be required to comply with all applicable regulations in the most recent CBSC as amended by the Perris Municipal Code. The Perris Building Inspector and Building Department, would review construction plans for compliance with the CBSC and Perris Municipal Code, as well as the Geotechnical Report's recommendations. Thus, compliance with the established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure that potential impacts associated with a geologic unit or soil that is unstable or would become unstable at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). According to the Geotechnical Report, the Project site is an area of stable soil conditions with low to moderate shrink-swell potential; no impact is anticipated. The Project would be required to comply with CBSC seismic design standards, including requirements related to hazards involving potentially expansive soils. Implementation of the Project is not anticipated to increase the potential for expansive soils to create substantial direct or indirect risks to life or property. This potential impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Any development within the Project site would be required to connect to the City's existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems; no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

As discussed, the Project site and surrounding area are largely undeveloped. The Project site has not been subjected to surface and subsurface modifications from construction of buildings, landscaping, and use. As part of the Cultural Resources Survey, a pedestrian survey was conducted on July 22, 2021, yielding negative results for paleontological resources. A paleontological resources records search for the Project site was conducted on August 24, 2021. The geologic units underlying the Project area are mapped entirely as old alluvial fan deposits dating from the middle to late Pleistocene epoch. Pleistocene sedimentary units are considered to be of high paleontological sensitivity. The Western Science Center does not have localities recorded within the Project site or one-mile radius; however, it does have numerous localities associated with the Diamond Valley Lake Project within six miles to the east and in similarly mapped sediments. The Diamond Valley Lake Project produced over two hundred thousand Pleistocene fossil specimens associated with mammoth, mastodon, saber-toothed cats, ancient horse, and many other Pleistocene megafauna and microfauna. Thus, the Project site is considered sensitive for buried paleontological resources. Impacts to paleontological resources resulting from ground disturbing construction activity could include the destruction of fossils and would be considered a significant impact without mitigation. The Western Science Center recommends a paleontological resource mitigation plan be implemented to monitor, salvage, and curate any fossils that could be exposed by project excavation. With implementation of mitigation measure GEO-1, which includes retaining a paleontologist and preparing and implementing a paleontological resource impact mitigation monitoring program that includes a program for salvage, preparation and curation of recovered fossils, potential impacts to undiscovered paleontological resources would be reduced to a less than significant level.

Mitigation Measures:

GEO-1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and offsite subsurface excavation. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within offsite Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove

samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

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4.8 Greenhouse Gas Emissions

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

Existing Setting

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

Naturally occurring GHGs include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO_2, CH_4, and N_2O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2020).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 418.2 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2019, satisfying the annual Statewide target set by the California Air Resources Board (CARB), that California emissions be below 431 $MMTCO_2e$ by 2020 (CARB, 2021). To meet CARB's Statewide targets, California emissions must further be reduced to below 260 $MMTCO_2e$ by 2030.

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2019, accounting for 41 percent of total GHG emissions in the State (CARB, 2021). This category was followed by the industrial sector (24 percent), the electricity generation sector (including both in-State and out-of-State sources) (14 percent), the agriculture and forestry sector (7 percent), the residential energy consumption sector (8 percent), and the commercial energy consumption sector (6 percent).

Regulatory Setting

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

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

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

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if

advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

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

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

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

Title 24, Part 6

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

Title 24, Part 11

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

Senate Bill 32

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

CARB Scoping Plan

On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million MTCO2eq under a business as usual (BAU) scenario. This is a reduction of 42 million MTCO2eq, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

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

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- a renewable portfolio standard for electricity production (21.3 MMT CO_2e).

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advances toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

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

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

Perris Climate Action Plan

The City adopted the City of Perris Climate Action Plan (CAP) on February 23, 2016, to meet requirements of AB 32 and SB 375. The CAP also includes a GHG emissions inventory and details actions for the City to take to meet GHG emissions reduction targets. The CAP includes policies applicable to all development

projects in the City. Various General Plan policies have been adopted to reduce or avoid impacts related to GHGs, which are listed below.

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

CEQA Thresholds of Significance

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

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

Potentially Significant Impact. Implementation of the Project would generate GHG emissions during both construction and operation of the development. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operations, the Project would generate GHG emissions from vehicular trips; water, natural gas, and electricity consumption; and

solid waste generation. The Project has the potential to generate a substantial increase in GHG emissions. Therefore, this issue will be further analyzed in an EIR.

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

Potentially Significant Impact. As discussed above, the State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. The Project would result in an increase in GHG emissions. Therefore, an EIR will further evaluate the level of GHG emissions produced by the Project and evaluate its consistency with applicable plans and policies.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
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?			X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

This section is based in part on the *Phase I Environmental Site Assessment, Proposed PFJ #1261, Ethanac Road, Perris, California 92570* (Phase I Site Assessment), prepared by Broadbent & Associates Inc., dated August 19, 2021 and included in its entirety as Appendix F, *Phase I Site Assessment*.

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 Project site is currently undeveloped. Construction activities associated with the proposed Project would include grading associated with on- and off-site improvements, installation of utilities/infrastructure, roadway improvements, building construction and pavement. Refer to Response 4.9(b) regarding existing on-site conditions. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction equipment and/or materials (i.e., oil, diesel fuel, and transmission fluids). These activities would be short-term in nature, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law. Compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner. Therefore, impacts concerning the routine transport, use, or disposal of hazardous materials during Project construction would be less than significant.

The operational phase of the Project would occur after construction is complete and business operations commence, including the presence of employees and customers within the travel center site. The proposed Project would involve typical activities associated with gas and diesel fueling stations, convenience stores, and restaurants, which would include diesel and gasoline fuels to be stored and dispensed on-site and the use of commercially available cleaning products and the occasional use of pesticides and herbicides for landscape maintenance. There is a risk of release of these materials into the environment if they are not stored and handled in accordance with best management practices. Hazardous materials would be required to be stored, used, and disposed of in compliance with local, state, and federal regulations. Any business that would handle hazardous material and/or hazardous waste of quantities at any one time during a year equal to, or greater than a total volume of 55 gallons, a total weight of 500 pounds, or 200 cubic feet of a compressed gas is a hazardous materials handler and must report Owner/Operator, Business Activities, Inventory, Site Map, and Emergency Response and Contingency Plan and Employee Training Plan information in the California Environmental Reporting System (CERS). Therefore, the Project would be required to report information in the CERS. Further, the Project would be required to comply with existing regulatory requirements, including but not limited to the Code of Federal Regulations, Title 49, Transportation, specific to the transport of hazardous materials, California Code of Regulations Titles 8, 22, and Title 26, and their enabling legislation set forth in California Health and Safety Code (HSC) Division 20, Chapter 6.95, Hazardous Materials Release Response Plans and Inventory, and the requirements of the Certified Unified Program Agency (CUPA), which would ensure safety standards related to the use and storage of hazardous materials are implemented.

The Project would involve the transport of hazardous materials to the site associated with the proposed travel center's fueling operations. The transport of fuel and tank filling operations would be conducted in compliance with applicable federal and State regulatory requirements that regulate the transportation of hazardous materials. Additionally, trucks utilizing the proposed travel center may also transport hazardous materials. However, the Perris General Plan identifies Ethanac Road as a designated truck route open to vehicles carrying hazardous materials/waste. Thus, the transport of hazardous materials/waste within the area occurs under existing conditions. The transport of hazardous materials on area roadways are regulated by the California Highway Patrol and Caltrans. Transporters of hazardous wastes are required to be certified by the Department of Transportation (DOT) and manifests are required to track the hazardous waste during transport.

Consistency with local, State, and federal regulations related to the transport, storage, use, and disposal of hazardous materials would ensure that the potential risk associated with the routine transport, use, emission or disposal of hazardous materials would be minimized to the extent practical and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. One of the means through which human exposure to hazardous substances could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

A Phase I ESA was prepared to identify recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), historical recognized environmental conditions (HRECs) and/or *de minimis* conditions that occur within the proposed travel center site or surrounding area that may impact the site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A HREC refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). A CREC refers to a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). A *de minimis* condition refers to a condition that generally does not present a threat to human health or the environment and that generally would not be the subject

of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* conditions are not recognized environmental conditions nor controlled recognized environmental conditions.

As part of the Phase I ESA, a review of the Project site's location, general vicinity characteristics, current uses, description of on-site improvements and current uses of adjoining properties, and a review of title records, environmental liens or activity, and use limitations was conducted. No RECs, CRECs and/or HRECs were identified relative to these reviews.

A records review of regulatory databases was also conducted. Two properties were identified on a list of regulatory databases. The first, Top Tech Auto & Sons, located at 27271 Ethanac Road, Suite 103, approximately 0.05 mile southeast of the Project site, is an automotive facility that generates and stores hazardous waste. An auto repair shop has operated at this location since circa 1985. No registered underground storage tanks (USTs) are located at this facility. Several violations related to recordkeeping compliance issues were noted. No records of a release of hazardous materials were found. As no evidence was found during the Phase I ESA to indicate that this facility has had a release of hazardous materials, it was determined unlikely that this facility would have a negative impact on the Project site. The second site, Chaney's Automotive, located at 27411 Ethanac Road, approximately 0.17 mile east-southeast of the Project site, was also identified. During removal of a 500-gallon waste oil tank at the Chaney's Automotive facility, petroleum impacted soil was encountered. The release was reported to the State Water Resources Control Board (SWRCB) on September 30, 1992. Groundwater in the vicinity was estimated to be approximately 112 to 200 feet below land surface and did not appear to be impacted by the release. Several years later, soil was sampled from the UST excavation and petroleum constituents were not detected. The SWRCB granted closure for the case in 2000. Since there does not appear to be any residual impacts to the environment from the release of petroleum in 1992, the Phase I ESA determined that it's unlikely this release would have a negative impact on the Project site.

Other sites identified were determined to not pose a significant environmental concern relative to the proposed Project due to their distance from or relative location to the Project site or that some of the sites listed are not indicative of a release, but simply indicate that the site/facility may possess chemicals of concern. Additionally, the historical auto station (as discussed above, currently Top Tech Auto), was identified in a regulatory database listing high-risk historical records. However, no evidence was found to indicate the site would have had a negative impact on the Project site. Additional review of historical record sources, including topographical maps, aerial photographs, fire insurance maps, and city directories did not identify any environmental RECs, CRECs and/or HRECs relative to the Project site. Further, site reconnaissance and interviews did not identify and areas of concern.

The Phase I ESA did not identify any RECs, CRECs and/or HRECs relative to the proposed Project site and surrounding area with the potential to impact the site. Thus, development of the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Mitigation Measures: No mitigation measures are required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The Project site is not located within 0.25-mile of an existing or proposed school. The closest schools to the Project site are Rob Reiner Preschool (approximately 4.0 miles northwest) and Pinacate Middle (approximately 4.5 miles northwest). The City's Land Use Element shows that a school is proposed 1.2 miles northwest of the Project site under the Green Valley Specific Plan. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school; no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

As part of the Phase I ESA, a records review of regulatory databases was conducted. The Project site was not identified as being listed on any regulatory databases. Based on review of the CalEPA Cortese listing, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2023; SWRCB, 2023). Therefore, the Project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. No impact would occur.

Mitigation Measures: No mitigation measures are required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. Perris Valley Airport is located approximately two miles northwest of the Project site. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport (Riverside County Airport Land Use Commission, 2011). Thus, the Project would not result in a safety hazard or excessive noise associated with Perris Valley Airport.

March Air Reserve Base/Inland Port Airport (March ARB/IPA) is located approximately 10 miles northwest of the Project site. The Project site is located within the MARB/IPA Land Use Compatibility Plan (ALUCP) area. The MARB/IPA ALUCP delineates airport safety zones (compatibility zones) and describes the compatible land uses, prohibited land uses, limits to residential density, maximum average persons per acre, and other development conditions for each safety zone. According to the MARB/IPA ALUCP, the

Project site is located within Compatibility Zone D, Flight Corridor Buffer. Zone D is identified as having a "moderate to low" noise impact and "low" safety risk level. There are no explicit density/intensity standards identified in Zone D; however, uses that attract very high concentrations of people in confined areas are discouraged in locations below or near the principal arrival and departure flight tracks. Prohibited uses in Zone D include "hazards to flight" including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Zone D is identified as existing mostly within the 55 dBA Community Noise Equivalent Level (CNEL) contour.

The City of Perris adopted Airport Overlay Zones (AOZ) to ensure that the policies in the MARB/IPA ALUCP are adhered to when new development projects are brought before the City. The safety zone boundaries within the AOZ are codified into Chapter 19.51 of the City's Development Code and are consistent with the adopted MARB/IPA ALUCP. The City's General Plan describes Zone D as having potential for aircraft noise that may be loud enough to be disruptive; having at least occasional direct overflights; and having a low accident potential risk. Zone D is identified as existing mostly within the 55 dBA CNEL contour. The proposed Project does not include habitable structures or noise sensitive receptors. The Project would not result in a safety hazard or excessive noise for people working on the Project site. Potential impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Perris Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting the City of Perris. The City's EOP describes the operations of the City of Perris Emergency Operations Center, which is the central management entity responsible for directing and coordinating the various City of Perris Departments and other agencies in their emergency response activities. The EOP is designed to establish the framework for implementation of the California Standardized Emergency Management System (SEMS), implement the National Incident Management System (NIMS), and facilitate multi-agency and multi-jurisdictional coordination, particularly within the Riverside County Operational Area.

The General Plan Safety Element Figure S-1 illustrates the primary evacuation routes in the City. Within the Project area, Ethanac Road and I-215 are designated as evacuation routes. In the event of an emergency, the City would coordinate with the Emergency Operations Center, the Sheriff's Department, and local fire stations in establishing evacuation procedures. Ethanac Road and I-215 would provide primary access to the Project site and would continue to serve as the primary evacuation and emergency access route within the area. SR-74 and Sherman Road would also provide access to and out of the Project area.

During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Ethanac Road,

Trumble Road, or any other nearby roadways. The proposed improvements would not impede or interfere with an emergency response plan or emergency evacuation plan.

The Project would provide 34 feet of right-of-way dedication along the southern property line, generally east of the proposed driveway. As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. The Project would be required to comply with all applicable Building and Fire Code requirements, including access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, and access walkways, and would submit construction plans to the Riverside County Fire Department (RCFD) for review and approval prior to issuance of any building permit. Approval by the RCFD would ensure that construction and operation of the proposed travel center would not impair implementation of or physically interfere with the City's EOP or emergency evacuation plan and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the City's General Plan and CalFire Fire Hazard Severity Zone Maps, the Project site is not located within a Very High Fire Hazard Severity Zone (CalFire, 2023). Therefore, potential impacts related to exposure of people or structure to wildland fire hazards would not occur.

Mitigation Measures: No mitigation measures are required.

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4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			X	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
4) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

This section is based in part on the *Preliminary Hydrology Report, Perris* (Preliminary Hydrology Report), prepared by Kimley Horn and Associates, dated March, 2022, and the *Preliminary Project Specific Water*

Quality Management Plan (Preliminary WQMP), prepared by Kimley Horn and Associates, dated June 8, 2022. Both documents are included in their entirety as Appendix G, *Preliminary Hydrology and WQMP*.

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

Less Than Significant Impact.

Short-Term Construction

Short-term construction activities associated with the proposed Project could impact water quality. Sources of potential construction-related storm water pollution include handling, storage, and disposal of construction materials containing pollutants; maintenance and operation of construction equipment; and site preparation activities, such as excavation, grading and trenching. These sources, if not controlled, can generate soil erosion and on- and off-site transport via storm run-off or mechanical equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the Project site are also common sources of storm water pollution and soil contamination.

Discharge of pollutants into waters of the United States are regulated by the SWRCB. Potential construction-related water quality impacts would be addressed through compliance with Perris Municipal Code Section 14.22, *Stormwater/Urban Runoff Management and Discharge Control*, which establishes the regulations for control of excavation, grading, and earthwork construction for the control of grading site runoff, including erosion, sediments and construction related pollutants, and the National Pollutant Discharge Elimination System (NPDES) program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. As the proposed Project construction activities would disturb more than one acre, it would be subject to the General Permit. To obtain coverage under the General Permit, dischargers are required to file with the SWRCB the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents.

The Project Applicant would be required to prepare and submit a NOI and a SWPPP to the SWRCB demonstrating compliance with the General Permit. The General Permit requires that non-storm water discharges from construction sites be eliminated or reduced to the maximum extent practicable, that a SWPPP be developed governing construction activities for the proposed Project, and that routine inspections be performed of all storm water pollution prevention measures and control practices being used at the site, including inspections before and after storm events. The SWPPP is required to specify BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the Project site. Examples of BMPs that may be used during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydroseeding. Upon completion of the Project, the Project Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction is completed. Mandatory compliance with the Perris Municipal Code, Construction General Permit, and SWPPP would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements during construction activities. Therefore, potential water quality impacts associated with construction activities would be less than significant.

Long-Term Operations

Proposed Project operations could result in long-term impacts to surface water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with site improvements, including new asphalt, fueling facilities, and the proposed travel center building. Typical activities at the proposed travel center site would include the use of various automotive petroleum products (i.e., oil, grease, fuel) and common cooking materials. Diesel fuel exhaust from diesel trucks and associated truck refrigeration units (TRUs) would also cause air pollution that could affect water quality. Human activities have an effect on water quality when chemicals, heavy metals, hydrocarbons (auto emissions and car crank case oil), and other materials are transported with stormwater into drainage systems.

A Preliminary WQMP has been prepared by Kimley-Horn and Associates, dated December 8, 2021 and last revised June 8, 2022; refer to Appendix G. The Preliminary WQMP includes BMPs to protect water quality associated with Project operations. The proposed on-site bioretention system would provide water quality functions for on-site stormwater runoff. On-site flows would predominately be intercepted by four proposed grated inlets with filter inserts which would screen trash prior to entering the bioretention basin. The volume of storage provided in the basins along with the size of the outflow riser structure is intended to restrict peak flows in the proposed condition to levels equal to or less than the existing flows. The proposed on-site stormwater drainage facilities and water quality measures would ensure the proposed Project would not impact water quality. The Preliminary WQMP has been reviewed by the City and determined to be in substantial compliance for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual with conditions that the proposed development shall be subject to the provisions of City of Perris Ordinance Number 1194, which establishes stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto and the applicant submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including a bio-retention basin, bio-filtration swale, catch basin filter, self-retaining landscape and covered trash enclosure. As part of the permit review and approval process, the City of Perris Public Works Department would review the proposed drainage improvements and water quality measures, including the final WQMP, to ensure the proposed measures are in compliance with the City storm drain and water quality requirements. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Refer to Response 4.19(b) for a discussion concerning the Project's water supplies/demand, including groundwater.

The Project site is located within the San Jacinto Groundwater Basin (DWR, 2023a). The San Jacinto Basin was designated a high-priority basin by the California Department of Water Resources (DWR) (EMWD, 2023). Under the Sustainable Groundwater Management Act (SGMA), each high and medium priority basin is required to have a groundwater sustainability agency responsible for groundwater management and development of a groundwater sustainability plan. The Eastern Municipal Water District (EMWD) is responsible for the West San Jacinto Groundwater Basin and for the development and implementation of a groundwater sustainability plan. The San Jacinto Basin is partially adjudicated; the Project site lies within the West San Jacinto Groundwater Sustainability Agency (West San Jacinto GSA) Area, which remains unadjudicated (Dudek, 2021). The Groundwater Sustainability Plan provides for ongoing, long-term, sustainable management of the groundwater resources within the West San Jacinto GSA Area.

Field investigations, including borings, were conducted as part of the Geotechnical Report. Groundwater was not encountered within a drilled hole depth of 51.5 feet and the historic groundwater depth was determined to be much deeper than 50 feet below the existing ground surface. Per the Geotechnical Report, the reported average infiltration rate was determined to be 0.05 in/hr (without a factor of safety applied). The Preliminary WQMP identifies the site soils as Group C and D. Soil Groups C and D have slow and very slow infiltration rates with high runoff potential. Therefore, infiltration is limited under existing conditions. As a result, the Project design proposes to convey runoff from the proposed travel center site by a proposed storm drain system into a proposed bioretention basin west of the Project site. Infiltration could still occur within landscaped areas; the proposed development would result in approximately 33 percent pervious area. Thus, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Response 4.10(a) regarding potential impacts involving erosion and water quality.

The Project would not alter the course of a stream or river, as there are no streams or rivers located within or around the Project site. The Project site is currently vacant and land cover consists mostly of annual grass. Under existing conditions, the Project site drains northwest. The site's two drainage areas confluence and sheet flow out along the western boundary into an existing natural swale. The existing natural swale also accepts additional flows from an existing headwall southwest of the Project site. The swale flows north and is intercepted by an existing culvert near Illinois Avenue and I-215. Flows from the existing culvert are conveyed west across I-215 and then continue west through existing drainage facilities until discharging into the San Jacinto River. Under existing conditions, the Project site accepts some offsite flows from the adjacent vacant properties on the east. Offsite runoff flows through the site, confluence with the onsite flows, and sheet flow out along the western boundary. Ultimately, existing storm water discharge from offsite and onsite areas are intercepted by the existing culvert and are tributary to the San Jacinto River.

The proposed Project would predominantly drain northwest to maintain the existing flow pattern to the maximum extent possible. The Project would include landscaping, concrete hardscape, asphalt parking, a new concrete channel, a drainage ditch for offsite flows, and a bioretention basin. Under the proposed condition, the offsite runoff would be accepted from the existing cross gutter near the intersection of Trumble Road and Ethanac Road. The Project would include a drainage ditch along the south of the Project site that flows west and into the proposed channel.

Under proposed conditions, the Project site includes six drainage management areas (DMA's). DMA A-1 would include most of the proposed development. Runoff from A-1 would predominantly drain in a northwest direction and be conveyed by a proposed storm drain system into a proposed bioretention basin west of the Project site. The bioretention area would also contribute to the flows into the basin. Discharge from the basin would be controlled by an outlet structure and, due to the elevations, would be pumped to discharge into the proposed channel. DMA's A-2 and A-3, located along the southern portion of the Project site, would include the proposed drainage ditch that would convey offsite flows, which is considered self-treating. DMA A-4 would include the proposed channel to the west of the Project site, which is also considered self-treating. DMA's A-5 and A-6 would include driveway areas in the northwest and south of the Project site that were unfeasible to capture onsite and would drain toward the adjacent streets, which ultimately drain into the proposed channel. DMA A-5 and A-6 would be *de minimis* areas.

On-site flows would predominately be intercepted by four proposed grated inlets with filter inserts, which will screen trash prior to entering the bio-retention system. The bio-retention basin is proposed for stormwater quality treatment and mitigation of flows. The volume of storage provided in the basin along with the size of the outflow riser structure is intended to restrict peak flows in the proposed condition to levels equal to or less than existing flows. Thus, the Project would not substantially alter the existing drainage pattern of the site resulting in an increase in the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. As indicated in the Preliminary Hydrology Report, per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project site is located within Zone X, defined as areas determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project site is not located within a flood hazard area.

Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. The Project site is approximately 50 miles inland of the Pacific Ocean. Due to the Project site's inland location, tsunamis do not pose hazards to the Project site.

Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The nearest bodies of water to the Project site are the Ski Land Lake (approximately four miles east) and the Perris Reservoir (approximately nine miles northeast). The 2030 General Plan Safety Element identifies the Project site as being within the dam inundation zone for the Perris Dam. According to DWR's Division of Safety of Dams, Perris Dam was identified as a high priority state-owned dam for seismic improvements due to its proximity to nearby earthquake faults and large downstream communities (DWR, 2023b). In 2005, DWR began the Perris Dam Modernization Project in order to make the dam more seismically resilient. The Perris Dam Remediation Project, the first of the three Perris Dam seismic retrofit projects, was completed in April 2018. It included several upgrades, such as strengthening the dam's foundation and adding embankment material to buttress the downstream of the 130-foot-tall, earthen Perris Dam. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. As a result, seiches do not pose hazards due to the seismic retrofits of the Perris Dam and lack of other nearby bodies of standing water. Therefore, the proposed Project would not result in impacts associated with the release of pollutants due to project inundation from flood, tsunami, or seiche. Potential impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(b), above. In addition to complying with the SWPPP during Project construction activities, the Project design proposes on-site drainage improvements that include water quality measures to ensure the proposed travel center operations would not impact water quality. As discussed above, on-site flows would predominately be intercepted by four proposed grated inlets with filter inserts which would screen trash prior to entering the bio-retention basin. The bioretention basin would provide stormwater quality treatment and stormwater mitigation. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan; potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
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?			X	

a) Physically divide an established community?

No Impact. The approximately 14-acre Project site is currently undeveloped. The surrounding area is comprised of a mix of developed and undeveloped land, with I-215 located to the west, undeveloped land and commercial and business park uses to the north, undeveloped land to the east, and commercial uses to the south, south of Ethanac Road. The Project site and surrounding land are designated Community Commercial by the Perris General Plan and zoned Community Commercial (CC) by the Perris Zoning Map. The Project would not involve any roadways or significant infrastructure systems that would physically divide the site or separate the site from surrounding uses. Project implementation would not result in residential uses being removed or divided. The proposed use would be consistent with the General Plan Land Use designation of Community Commercial. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site is designated Community Commercial by the Perris General Plan. The Community Commercial designation is intended to provide for retail, professional office, and service oriented business activities which serve the entire city. The Project proposes to develop a travel center facility with fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The proposed Project would be consistent with the City's General Plan land use designation and no amendments to the General Plan land use map would be required.

An analysis of the proposed Project's consistency with the policies of the Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect and that re applicable to the proposed Project is provided in Table 4.11-1, *Project Consistency with City of Perris General Plan Applicable Policies*. As indicated in Table 4.11-1, the Project would be consistent with the applicable policies. Thus, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

Table 4.11-1
Project Consistency with City of Perris General Plan Applicable Policies

Perris General Plan Policy	Project Consistency
LAND USE ELEMENT	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs.	Consistent. The Project Applicant would install required on-site infrastructure to support the proposed development. Additionally, the Project Applicant would be required to pay all applicable fees associated with connecting to the City's water and sewer systems pursuant to Municipal Code Section Titel 14, Water and Sewer. As discussed in Section 4.15, Public Services, Municipal Code Section 19.68.020, Development impact fees, also requires the Project Applicant to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including police, fire, community amenities, government services, parks, transportation, and administration.
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. As discussed in Section 4.15, Public Services, the Project Applicant would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50) and demonstrate proof of payment to the City.
Policy V.A Restrict development in areas at risk of damage due to disasters.	Consistent. The Project site is located within an area of the City identified for development. Specifically, the site is designated and zoned for commercial development, consistent with the proposed Project. As discussed throughout this Initial Study, the Project site is not located within an area identified as being susceptible to flooding, seismic-induced landslides or liquefaction, or wildfires, as delineated on hazard maps. The site, along with most of southern California is subject to seismic ground-shaking. As discussed in Section 4.7, Geology and Soils, the Geotechnical Report prepared for the Project determined the proposed development would be feasible from a geotechnical standpoint provided recommendations in the Geotechnical Report are implemented.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
CIRCULATION ELEMENT	
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.	Consistent. A Transportation Analysis was conducted to assess potential transportation improvements. As part of the Project, 17 feet of right-of-way dedication along the eastern property line and new striping along Trumble Road adjacent to the Project site would be provided. Additionally, the Project would provide 34 feet of right-of-way dedication along the southern property line, generally east of the proposed driveway. As part of the Project, the existing median witihin Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. A 30-foot right-of-way dedication along the western property line, adjacent to I-215 would also be provided. Additionally, the Project Applicant would pay fair share for non-programmed improvements and will pay into the regional transportation fee program for programmed improvements.
Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities. **Implementation Measure III.A.4** Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	Consistent. Refer to Response to Policy II.B, above.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
Policy V.A Provide for safe movement of goods along the street and highway system.	Consistent. As discussed in Section 4.17, Transportation, automobile access to the Project site would be provided from Ethanac Road and Trumble Road via three driveways. The driveway along Ethanac Road would provide right-in-right-out only access. The southern driveway along Trumble Road would be full access for passenger vehicles. The northern driveway along Trumble Road would provide truck ingress and egress access to the project site. All Project driveways would be unsignalized. As part of the Project, the existing median within Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. New striping would also be provided along Trumble Road. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. All proposed roadway improvements would be reviewed by the City of Perris as part of the development review process to ensure standard roadway engineering practices and design requirements, including site distance, are met. The proposed improvements would be required to be designed and constructed in conformance with all applicable City design standards.
CONSERVATION ELEMENT	
Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources. **Implementation Measure II.A.2** For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.	Consistent. A Biological Technical Report and Multiple Species Habitat Conservation Plan Consistency Analysis has been prepared for the proposed Porject and included as Appendix B to this Initial Study. As discussed in Section 4.4, Biological Resources, the potential impacts of the Project would be reduced to less than significant levels with the implementation of the mitigation measures recommended in this Initial Study.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
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.	Consistent. As discussed in Section 4.4, Biological Resources, the Project site is located within the planning area for the MSHCP, but is outside of any Cell Groups, Criteria Cells, and Subunit designations. Because development of the Project site is a covered activity within the MSHCP, it is an allowable use that has been contemplated within the MSHCP. Section 6.0 of the MSHCP requires assessment of the potential effects from the Project on biological resources including riparian/riverine areas, vernal pools, fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted in order to address the indirect effects associated with locating proposed development in the proximity of MSHCP Conservation Areas. This analysis concluded no impacts to riparian and riverine habitat, vernal pools, or fairy shrimp and the Project site is not located with a Narrow endemic Plant Species Survey Area or a Criteria Area. Further, the requirements for Urban/Wildlands Interface for the management of edge factors do not apply to the Project site because the Project site is not situated adjacent to any wildlands or MSHCP-designated Conservation Areas and the Project site is not located within the amphibian species, criteria area species, or mammalian species survey areas. As the Project site is located within the Stephens' kangaroo rat fee assessment area, the Project Applicant would be required to pay a mitigation fee as set forth in Riverside County Ordinance No. 663. Further, although no burrowing owls or burrowing owl sign were observed during the reconnaissance survey, marginally suitable habitat and numerous potential burrows were observed on and adjacent to the Project site, preconstruction surveys following the protocols set forth in the MSHCP burrowing owl survey guidelines would be conducted prior to the start of Project construction, as described in mitigation measure BIO-1.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Consistent. As discussed in Section 4.5, Cultural Resources, no historic or potentially historic built environment resources are located within the Project site or surrounding area. Based on the assessment conducted as part of the Cultural Resources Report, the archaeological sensitivity of the Project site is considered low. However, while highly unlikely, there is the potential for accidental discovery of archaeological resources during ground-disturbing activities, which could result in potential impacts. Mitigation measure CUL-1 has been incorporated to reduce potential impacts to previously undiscovered cultural resources that may be encountered during Project implementation. Implementation of mitigation measure CUL-2 would ensure that if human remains are found during excavation, excavation would be halted near the find until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. If the human remains are determined to be prehistoric, the coroner would notify the NAHC. As discussed in Section 4.7, Geology and Soils, the Project site is considered sensitive for buried paleontological resources. Impacts to paleontological resources resulting from ground disturbing construction activity could include the destruction of fossils and would be considered a significant impact without mitigation. With implementation of mitigation measure GEO-1, which includes retaining a paleontologist and preparing and implementing a paleontological resource impact mitigation monitoring program that includes a program for salvage, preparation and curation of recovered fossils, potential impacts to undiscovered paleontological resources would be reduced to a less than significant level.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
Policy V.A Coordinate land-planning efforts with local water purveyors.	Consistent. As discussed in Section 4.19, Utilities and Service Systems, the Project site is located within an area of the City identified for development. Specifically, the site is designated and zoned for commercial development, consistent with the proposed Project. Thus, development of the site has been anticipated by the EMWD's UWMP. The Project Applicant would coordinate with the City and EMWD to connect to existing water facilities to serve the proposed development.
Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Consistent. As discussed in Section 4.10, Hydrology and Water Quality, the Project Applicant would be required to prepare and submit a NOI and an SWPPP to the SWRCB demonstrating compliance with the NPDES General Permit. The General Permit requires that non-storm water discharges from construction sites be eliminated or reduced to the maximum extent practicable, that an SWPPP be developed governing construction activities for the proposed Project, and that routine inspections be performed of all storm water pollution prevention measures and control practices being used at the site, including inspections before and after storm events. Upon completion of the Project, the Project Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction is completed.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
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. **Implementation Measure I.A.1** All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	Consistent. These criteria, as adopted by the City's General Plan Noise Element, are used by the City of Perris in determining the land use compatibility for new development projects. Noise levels of up to 65 dBA CNEL are normally acceptable for commercial uses. Normally acceptable noise levels do not require any special noise insulation requirements. Noise levels are conditionally acceptable for uses with conventional construction but with closed windows and fresh air supply systems. The conditionally acceptable noise standard is 75 dBA CNEL for commercial uses. The proposed travel center building would be constructed with closed windows and fresh air systems. The Final Air Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project site is located beyond the 60 dBA CNEL noise contour for MARB/IPA. The primary source of noise at the Project site is traffic along I-215. According to the Noise Element, the future distance from the centerline of I-215 adjacent to the Project site to the 65 dBA CNEL noise contour line is approximately 4,320 feet while the distance to the future 70 dBA CNEL contour line is approximately 1,366 feet. The distance to the 75 dBA CNEL noise is not identified in the Noise Element but it is expected to be less than 600 feet. The proposed travel center building would be located approximately 980 feet from the centerline of I-215. Therefore, it would not be ecxpsed to noise levels in excess of adopted City standards.
Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.	Consistent. The Project would provide for right-of-way dedication along the eastern property line and southern property line, as required by the City. The new striping within Trumble Road and the proposed median extension and new striping on Ethanac would not occur adjacent to sensitive noise receptors. As discussed in Section 4.13, Noise, Project implementation would not result in noise impacts on sensitive noise receptors.
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.	Consistent. The proposed travel center is not a large scale commercial or industrial facility. Additionally, The closest sensitive receptors to the Project site are the existing residential uses located approximately 395 feet northeast of the Project site, on the eastern side of Trumble Road in the City of Menifee.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project 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.	Consistent. Refer to Response to Circulation Element Policy V.A, above. Access to the Project site would be provided from Ethanac Road and Trumble Road via three driveways. The driveway along Ethanac Road would provide right-in-right-out only access. The southern driveway along Trumble Road would be full access for passenger vehicles. The northern driveway along Trumble Road would provide truck ingress and egress access to the project site. The proposed improvements would be required to be designed and constructed in conformance with all applicable City design standards and would be reviewed to ensure adequate evacuation and emergency vehicle access is provided.
Policy 2-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	Consistent. The Project would be required to provide the infrastructure necessary to serve the development being proposed. More specifically, the Project would install new on-site water and sewer lines that would connect to existing lines within the adjacent roadways. The Project would also provide stormwater and water quality improvements, including conveyance infrastructure and a bioretention basin to accommodate runoff associated with the developed condition. Additionally, the Project includes offsite roadway and right-of-way improvements.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
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.	Consistent. Refer to Response to Circulation Element Policy V.A, above. Access to the Project site would be provided from Ethanac Road and Trumble Road via three driveways. The driveway along Ethanac Road would provide right-in-right-out only access. The southern driveway along Trumble Road would be full access for passenger vehicles. The northern driveway along Trumble Road would provide truck ingress and egress access to the project site. The proposed improvements would be required to be designed and constructed in conformance with all applicable City design standards.
Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.	Consistent. As discussed in Section 4.10, Hydrology and Water Quality, the on-site flows would predominately be intercepted by four proposed grated inlets with filter inserts, which would screen trash prior to entering the proposed bio-retention system. The bio-retention basin is proposed for stormwater quality treatment and mitigation of flows. The volume of storage provided in the basin along with the size of the outflow riser structure is intended to restrict peak flows in the proposed condition to levels equal to or less than existing flows.
Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE)	Not Applicable. As indicated in the Preliminary Hydrology Report, per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project site is located within Zone X, defined as areas determined to be outside the 0.2 percent annual chance floodplain.
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	Consistent. According to the City's General Plan and CalFire Fire Hazard Severity Zone Maps, the Project site is not located within a Very High Fire Hazard Severity Zone (CalFire, 2023).
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.	Consistent. Refer to Response to Circulation Element Policy V.A, and Safety Element Policy S-2.1, above.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	Consistent. As discussed in Section 4.19, Utilities and Service Systems, the Project Applicant would install a new 2.5-inch water service line on-site to serve the proposed development, which would connect to existing water lines within Trumble and Ethanac Roads. Development of the site has been anticipated by the EMWD's UWMP. The Project Applicant would coordinate with the City and EMWD to connect to existing water facilities to serve the proposed development. Additionally, the Project would be required to demonstrate adequate water systems are in place to meet firefighting requirements as part of the development review process.
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.	Consistent. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport (Riverside County Airport Land Use Commission, 2011). According to the MARB/IPA ALUCP, the Project site is located within Compatibility Zone D, Flight Corridor Buffer. Zone D is identified as having a "moderate to low" noise impact and "low" safety risk level.
Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	Consistent. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport (Riverside County Airport Land Use Commission, 2011). According to the MARB/IPA ALUCP, the Project site is located within Compatibility Zone D, Flight Corridor Buffer. Zone D is identified as having a "moderate to low" noise impact and "low" safety risk level.
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	Consistent. As discussed in Section 4.7, Geology and Soils, a Geotechnical Report has been prepared to identify potential seismic and geologic hazards associated with development of the Project site, as proposed.
HEALTHY COMMUNITY ELEMENT	
Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Consistent. The proposed travel center and shop building would be sited for visibility from the street. As discussed in Section 4.1, Aesthetics, lighting would be incorporated into the Project in compliance with the standards and review process outlined in the Perris Municipal Code Section 19.02.110, *Lighting*, which establishes lighting requirements including, but not limited to: for commercial parking areas, lighting which maintains a minimum of one-foot candlepower across the surface of the parking area to provide adequate illumination for safety and security; for commercial parking areas, lighting standards that are energy efficient and in scale with the height and use of the structures on site; and that all lighting, including security lighting, be directed away from adjoining properties and the public right-of-way.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
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	Consistent. As discussed in Section 4.3, Air Quality, the Project's predicted maximum daily construction-related emissions and localized construction emissions would remain below their respective thresholds. While impacts would be considered less than significant, future development would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions.
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.	Consistent. The Project site is located within an area of the City identified for development. According to the City of Perris Land Use Map (General Plan Land Use Element Figure LU-2), the Project site is designated Community Commercial. The Community Commercial (CC) designation is intended to provide for retail, professional office, and service oriented business activities which serve the entire city. This category is implemented by the Community Commercial zone. It typically includes general retail, entertainment, service, and food uses. The City of Perris Zoning Map identifies the zoning for the Project site as Community Commercial (CC). Perris Municipal Code, Chapter 19.38, *Community Commercial (CC)* identifies the permitted uses and property development standards for properties within the CC zones, respectively. The proposed uses, as described in Section 2.3 are allowed uses within the CC zone subject to a conditional use permit.

Table 4.11-1 (continued)
Project Consistency with Applicable Policies of the Perris General Plan

Perris General Plan Policy	Project Consistency
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	Not Applicable. As discussed in Section 4.9, Hazards and Hazardous Materials, a Phase I Environmental Site Assessment (ESA) was prepared for the Project site. The Phase I ESA did not identify any RECs, CRECs and/or HRECs relative to the proposed Project site and surrounding area with the potential to impact the site. As part of the Phase I ESA, a records review of regulatory databases was conducted. The Project site was not identified as being listed on any regulatory databases. Based on review of the CalEPA Cortese listing, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC, 2023; SWRCB, 2023).
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.	Consistent. There are currently no paved sidewalks or other pedestrian facilities located along the Project site. A paved sidewalk exists along the southern side of Ethanac Road, adjacent to the Shell Gas Station, Circle K convenience store, and Alberto's Mexican Food restaurant. Exhibit CE-14 of the General Plan Circulation Element identifies proposed pedestrian improvement projects within the City; no pedestrian improvements are proposed along roadways adjacent to the Project site. Exhibit CE-14 of the General Plan Circulation Element does not identify any existing bikeways adjacent to the Project site; however, Ethanac Road is identified as a proposed Class IIB bikeway. Class IIB Buffered Bicycle Lanes are described as providing a dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer. The City's Active Transportation Plan, adopted in 2020, also identifies Ethanac Road as a proposed Class IIB bikeway (City of Perris, 2020). The Project would provide 34 feet of right-of-way dedication adjacent to Ethanac Road along the southern property line, generally east of the proposed driveway, and 17 feet of right-of-way dedication along the eastern property line.

Mitigation Measures: No mitigation measures are required.

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4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

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

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential. According to the Perris General Plan EIR, the City of Perris and its Sphere of Influence are designated MRZ 3 and MRZ 4, which are not defined as significant resource areas. In addition, the General Plan EIR states that no areas within the City are designated for mineral resources extraction. The Project site and surrounding area are not identified as MRZs and development of the site with a travel center, as proposed, would not result in the loss of availability of a known mineral resource considered of value to the region. No impact to mineral resources would occur.

Mitigation Measures: No mitigation measures are required.

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4.13 Noise

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

This section is based primarily on the *Perris Ethanac Travel Center Noise Impact Study* (Noise Study), prepared by MD Acoustics, LLC., dated September 5, 2023 and included in its entirety as Appendix H, *Noise Study*.

FUNDAMENTALS OF NOISE

Sound, Noise, Acoustics

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

Frequency and Hertz

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

Sound Pressure Levels and Decibels

The amplitude of a sound determines it loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (µPa). One µPa is approximately one hundred

billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or Lp) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

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

Sensitive Receptors

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

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Noise Descriptors

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

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

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

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

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

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

Maximum Sound Level (Lmax): The sound level corresponding to a maximum root mean squared noise level over a given sample period.

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

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

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

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

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

Percent Noise Levels: See L(n).

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

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

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

Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2–3 axle) and heavy truck percentage (4 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds, and truck percentages equate to a louder

volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Sound Propagation

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

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

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

GROUNDBORNE VIBRATION FUNDAMENTALS

Vibration Descriptors

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

Several different methods are used to quantify vibration amplitude.

- PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.
- RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude.
- VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment,

steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

EXISTING NOISE ENVIRONMENT

Sensitive Receptors

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

Noise Measurements

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The noise monitoring location was selected to obtain a baseline of the existing noise environment. One long-term (24-hour) noise measurement was conducted at the Project site. The measurements include the 1-hour Leq, Lmin, Lmax and other statistical data (e.g., L2, L8). The results of the noise measurement are presented in Table 4 of the Noise Study; refer to Appendix H. The noise measurement indicates that ambient noise levels in the Project site vicinity range between 61.6 and 73.6 dBA Leq. The overall CNEL was 75.4 dBA CNEL. The field data indicates that the I-215 freeway is the dominant noise source.

REGULATORY FRAMEWORK

The City of Perris outlines its noise regulations and standards within the General Plan Noise Element and the Noise Ordinance from the Municipal Code.

City of Perris General Plan

The Noise Element of the General Plan provides a description of the existing and future noise environment of the City of Perris. The Noise Element identifies both stationary and mobile noise sources in the City which include: vehicle traffic; air traffic; the railroad; Perris Auto Speedway; March Inland Port; and the Perris Valley Airport and Skydiving Center. The City uses land use/noise compatibility guidelines to guide new development, as shown in Exhibit N-1 of the General Plan. In addition to the noise standards, the Noise Element outlines goals, policies, and implementation measures to reduce potential noise impacts.

City of Perris Municipal Code

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

Perris Municipal Code Chapter 7.34, *Noise Control*, provides regulations intended to prevent excessive noise levels. Section 7.34.040, *Sound Amplification*, limits amplified sound permitted to either music or the human voice or both, and establishes time periods and associated maximum noise levels for sound amplification of 60 dBA from 10:01 pm to 7:00 am and 80 dBA from 7:01 am to 10:00 pm when measures outdoors at or beyond the property line of the property from which the sound emanates.

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

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

City of Menifee Noise Regulations

Sensitive receptors northeast and east of the Project site are in the City of Menifee. The City of Menifee outlines their noise regulations and standards within the City of Menifee General Plan Noise Element. Applicable goals related to noise include protecting noise-sensitive land uses from excessive noise and vibration exposure, and minimizing noise spillover from noise-generating uses into adjoining noise-sensitive uses.

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.

Construction Noise

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Project construction would occur in four phases: site preparation, grading, building construction, and paving. Typical noise levels associated with construction equipment are shown in Table 4.13-1, *Typical Construction Equipment Noise Levels*.

Table 4.13-1
Typical Construction Equipment Noise Levels

Type	Noise Levels (dBA) at 50 feet
Earth Moving	
Compactors (Rollers)	73-76
Front Loaders	73-84
Backhoes	73-92
Tractors	75-95
Scrapers, Graders	78-92
Pavers	85-87
Trucks	81-94
Materials Handling	
Concrete Mixers	72-87
Concrete Pumps	81-83
Cranes (Movable)	72-86
Cranes (Derrick)	85-87
Stationary	
Pumps	68-71
Generators	71-83
Compressors	75-86
Impact Equipment	
Saws	71-82
Vibrators	68-82
Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, September 5, 2023. Note: Referenced noise levels from the Environmental Protection Agency (EPA).	

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

Noise levels associated with each phase of construction are shown in Table 4.13-2, *Construction Noise Level by Phase*.

Table 4.13-2
Construction Noise Level by Phase (dBA, Leq)

Activity	Noise Levels at Nearest Sensitive Receptor	
	Leq	Lmax
Site Preparation	49	60
Grading	56	61
Building Construction	42	57
Paving	47	56
Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, September 5, 2023. Note: Construction Modeling Worksheets are provided in Appendix H.		

As shown in Table 4.13-2, Project construction noise would range between 42 to 56 dBA Leq and 56 to 61 dBA Lmax at the nearest sensitive receptor. As stated, sensitive receptors northeast and east of the Project site are in the City of Menifee. However, the City of Menifee does not have quantitative thresholds for noise levels due to construction. Perris Municipal Code Section 7.34.060 states that construction cannot exceed 80 dBA in residential zones. The calculated noise levels due to construction at the nearest residential property would reach a maximum of 61 dBA Lmax and therefore would meet the standard. Additionally, the Project would be required to adhere to the allowed times for construction outlined in the Perris Municipal Code. Therefore, noise impacts related to construction activities would be less than significant.

Operational Noise

Off-Site Traffic Noise Impacts

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

Noise contours were calculated for the following scenarios and conditions:

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

As shown in Table 4.13-3, *Project Change in Existing Traffic Noise Levels*, the addition of Project-generated vehicle traffic to Ethanac Road would result in negligible increases in ambient noise levels and would not be significant.

Table 4.13-3
Project Change in Existing Traffic Noise Levels

Roadway	Segment	Modeled Noise Levels (dBA CNEL) at 50 feet from the Centerline			
		Existing	Existing With Project	Change in Noise Level	Increase in three dB or more[1]
Ethanac Rd	East of Trumble	67.0	67.1	0.1	No

Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, September 5, 2023.
Notes: FHWA roadway noise modeling worksheets provided in Appendix H.
1. Typical significance threshold for existing levels greater than 65 dBA.

On-Site Traffic Noise Impact

Future noise levels associated with traffic were measured as shown in Table 4 of Appendix H in order to evaluate the Project in light of the City's land use compatibility guidelines, as shown in Exhibit N-1 of the General Plan, as they apply to future traffic noise impacts to the proposed Project. The Project site is currently within normally unacceptable for commercial uses. This would not change due to the increase in traffic levels due to the Project. The Project's proposed use is not noise sensitive as there are no proposed outdoor uses for employees or patrons. Therefore, impacts from on-site traffic noise would be less than significant.

Stationary Noise

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

Project Operational Noise Levels

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

Project Plus Ambient Operational Noise Levels

As shown in Table 4.13-4, *Operational Noise Levels*, existing with the proposed Project noise level projections are anticipated to be 63 to 66 dBA Leq at commercial receptors and 63 dBA at the residential receptor. Project-generated operational noise is expected to result in a 1 dB increase in ambient noise levels at the northeast residential uses and a 1 to 4 dB increase at the property line of the Project site. A change in 1 dB is not perceptible, and a change of 3 dB is just perceptible. As the existing with the proposed

Project noise level would not increase the ambient noise level by more than 1.0 decibels at the residential receptor, the impact would be less than significant.

Table 4.13-4
Operational Noise Levels (dBA Leq)

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

Source: MD Acoustics, LLC., *Perris Ethanac Travel Center Noise Impact Study*, September 5, 2023.
Notes:
1. Receptors 1, 3-5 are commercial and Receptor 2 is residential.
2. See Appendix H for noise measurement field sheet.
3. See Appendix H for the operational noise level projections at said receptors.

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

Mitigation Measures: No mitigation measures are required.

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

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

The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts. Table 4.13-5, *Guideline Vibration Damage Potential Threshold Criteria*, identifies the thresholds and Table 4.13-6, *Vibration Source Levels for Construction Equipment*, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

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

Mitigation Measures: No mitigation measures are required.

Table 4.13-5
Guideline Vibration Damage Potential Threshold Criteria

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

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

Table 4.13-6
Vibration Source Levels for Construction Equipment

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

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

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. Perris Valley Airport is located approximately two miles northwest of the Project site. The Project site is not located within the Airport Influence Area Boundary of Perris Valley Airport (Riverside County Airport Land Use Commission, 2011). Thus, the Project would not result in excessive noise associated with the Perris Valley Airport.

March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 10 miles northwest of the Project site. According to the 2018 Final Air Installations Compatible Use Zones Study (AICUZ) for MARB, the City of Perris is located along the southern end of Runway 14/32 where the majority of aircraft arrivals and closed patterns occur, which results in the City Perris having the largest amount of acreage exposed to noise levels above 60 dB CNEL. The 60 dB, 65 dB, and 70 dB CNEL noise zones all extend inside the City of Perris boundary, with the largest anticipated cumulative noise level being 73 dB CNEL. The Project site is not located within the 2018 Noise Contour noise zones. The proposed Project does not include habitable structures or noise sensitive receptors. Additionally, the proposed Project does not include habitable structures or noise sensitive receptors. With adherence to the Perris General Plan,

Municipal Code, and the applicable land use requirements and standards of the MARB/IPA ALUCP, the proposed Project is not anticipated to expose people working in the Project site to excessive noise levels associated with airport activities. No significant adverse impacts are identified or are anticipated.

Mitigation Measures: No mitigation measures are required.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project site is currently vacant and undeveloped. The Project Applicant proposes to develop a travel center on the site, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The Project would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure. The Project site and surrounding area are currently served by adjacent roadways and utility infrastructure is located within the area for extension to the Project site. Development of the site with the proposed commercial use would be consistent with the General Plan land use designation and zoning for the site. The Project's employment growth could result in a small amount of population growth within the City and vicinity, as employees (and their families) may choose to relocate to the area. The proposed travel center is anticipated to have a total of 70 employees. It should be noted that estimating the number of future employees who would choose to relocate to the City and vicinity would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further the proposed use does not typically provide employment opportunities that involve substantial numbers of people needing to permanently locate to fill the positions, but would rather provide employment opportunities to people within the local community and surrounding areas.

Conservatively assuming all 70 new employees (and their families) relocate to Perris, Project implementation could result in a potential population increase of approximately 287 persons based on an average household size of 4.1 persons per the California Department of Finance's 2022 population and housing estimate (DOF, 2022). This is a conservative assumption, as it assumes all employees would relocate to the City along with their families instead of the more likely scenario of existing Perris or other nearby residents filling some of the new employment opportunities. The forecast population growth would increase the City's existing (2021) population of 78,106 persons by less than one percent

(approximately 0.37 percent) to 78,393 persons (U.S. Census Bureau, 2023). The Perris General Plan estimates a population of 84,284 persons by 2030. The forecasted population growth would also be less than SCAG's 2040 growth projection of 121,000 persons (SCAG, 2020). The Project would be within the population projections anticipated and planned for by the General Plan and SCAG RTP/SCS and would not induce substantial unplanned population growth in the area; therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is currently undeveloped and does not contain any housing. Thus, the proposed Project would not displace existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Mitigation Measures: No mitigation measures are required.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			X	
2) Police protection?			X	
3) Schools?			X	
4) Parks?				X
5) Other public facilities?			X	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

Less Than Significant Impact. The City contracts with the Riverside County Fire Department to provide fire protection and emergency medical services to the City. There are five fire stations within the City of Perris: Stations 1, 9, 59, 90, and 101 (Riverside County Fire Department, 2023). The station nearest to the Project site is Station 101, located approximately 3.6 miles northwest of the site at 105 South F Street. The introduction of the proposed travel center to the site could increase the demand for fire protection and emergency medical services to the site when compared to existing conditions. However, Project implementation is not expected to result in the need for new or physically altered fire protection facilities in order to maintain response times. Development of the site with commercial uses has been anticipated by the General Plan. In compliance with Perris Municipal Code Section 19.68.020, *Development Impact Fees*, the Project would be required to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including fire facilities, necessary to serve new development within the City. Payment of the fee would be required prior to issuance of a building permit. Payment of the

development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for fire protection services.

As part of the development review process, the Project Applicant would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. The Riverside County Fire Department would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans for review and approval prior to issuance of any building permit. The proposed development would be required to comply with all applicable City, County, and State codes and ordinance requirements for fire protection. Implementation of all Fire Code requirements would further reduce potential impacts concerning fire protection services. The Project would not require the need for new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. Police protection services in the City are provided by contract with the Riverside County Sherriff's Department. Services for the Project would be based out of the Perris Sheriff Station, located at 137 North Perris Boulevard, approximately 3.8 miles northwest of the Project site. The introduction of the proposed travel center to the site could increase the demand for police services to the site when compared to existing conditions. However, Project implementation is not expected to result in the need for new or physically altered police protection facilities in order to maintain response times. Development of the site with commercial uses has been anticipated by the General Plan. In compliance with Perris Municipal Code Section 19.68.020, *Development Impact Fees*, the Project would be required to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including police protection facilities, necessary to serve new development within the City. Payment of the fee would be required prior to issuance of a building permit. Payment of the development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for police protection services. Further, as part of the development review process, Riverside County Sheriff's Department would review the Project and provide comments regarding risks to security and ways to minimize those risks. The Project would not require the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The Project Applicant proposes the development of a travel center. The use would not directly generate new students to the local school districts including Riverside Unified School District, Perris Union High School District, or Perris Elementary School District, as the Project would not include residential development or directly result in an increase of residents. The Project Applicant would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50). Pursuant to Government Code §65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation

of impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property…" Developer fees collected by local school districts pursuant to SB 50 are used for the provision of additional and reconstructed or modernized school facilities. The Project Applicant would be required to pay all statutory fees in place at the time and demonstrate proof of payment to the City. Impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

No Impact. The Project site is currently undeveloped and does not provide public park or recreation opportunities. Further, there are no public parks or recreational facilities within the surrounding area and the development of new park or recreation facilities is not proposed as part of the Project. As discussed in Response to 4.14(a), the Project would not result in direct population growth or significant indirect population growth resulting in the need for new or physically altered park facilities. Therefore, no impacts to parks would occur.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Riverside County Library System provides services to all Riverside County residents, including those that live in Perris. Implementation of the proposed Project would not result in direct population growth that would significantly increase the use of libraries or other public facilities resulting in the need for new or physically altered public facilities that could result in substantial adverse physical impacts. The Project would also be required to adhere to the Perris Municipal Code Section 19.68.020, *Development Impact Fees*, which implements a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the City. Potential impacts to public facilities would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

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4.16 Recreation

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X

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?

No Impact. The Project Applicant proposes the development of a travel center. The development of the proposed Project would not directly increase housing or population. The Project would not result in direct substantial population growth or significant indirect population growth resulting in the need for new or physically altered recreational facilities to adequately serve the community. The proposed Project is consistent with the General Plan land use designation and zoning for the site and development of the Project site with commercial uses has been anticipated by the General Plan. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. Refer to Response to 4.15(a)(4). The Project Applicant proposes the development of a travel center that does not include recreational facilities or require the construction or expansion of recreational facilities; no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

This section is based in part on the *Transportation Analysis for the Perris Travel Center (Case No. P22-05002) in the City of Perris* (Transportation Analysis), prepared by Kimley-Horn and Associates, Inc., dated October, 2022 and included in its entirety as Appendix I, *Transportation Analysis*.

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

Less Than Significant Impact.

Roadway Facilities

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

As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. New striping would also be provided along Trumble Road. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. The Project does not propose any other modifications to existing roadway facilities. Three new driveways would be constructed. The proposed driveway on Ethanac Road would provide right-in-right-out (RIRO) only access. The southern driveway on Trumble Road would be full access for passenger vehicles. The northern driveway on Trumble Road would provide truck ingress and egress access to the Project site. All Project driveways would be unsignalized. The three driveways would not

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

Transit, Bicycle, and Pedestrian Facilities

There are no transit facilities located adjacent to the Project site. Riverside Transit Agency provides service along SR-74 and Case Road. The nearest bus stop is approximately 0.5 mile west of the Project site on Case Road. The Project Applicant proposes to develop a travel center on the site, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. The Project would not conflict with a program plan, ordinance or policy addressing transit facilities. Impacts would be less than significant.

Exhibit CE-14 of the General Plan Circulation Element does not identify any existing bikeways adjacent to the Project site; however, Ethanac Road is identified as a proposed Class IIB bikeway. Class IIB Buffered Bicycle Lanes are described as providing a dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer. The City's Active Transportation Plan, adopted in 2020, also identifies Ethanac Road as a proposed Class IIB bikeway (City of Perris, 2020). The Project would provide 34 feet of right-of-way dedication adjacent to Ethanac Road along the southern property line, generally east of the proposed driveway. With the exception of a new raised median extending from Trumble Road to just west of Encanto Drive as described above, no other modifications to the adjacent roadways are proposed. Thus, the Project would not conflict with a program plan, ordinance or policy addressing bicycle facilities. Impacts would be less than significant.

There are currently no paved sidewalks or other pedestrian facilities located along the Project site. A paved sidewalk exists on the southern side of Ethanac Road, adjacent to the Shell Gas Station, Circle K convenience store, and Alberto's Mexican Food restaurant. Exhibit CE-14 of the General Plan Circulation Element identifies proposed pedestrian improvement projects within the City; no pedestrian improvements are proposed along roadways adjacent to the Project site. The Project would provide 34 feet of right-of-way dedication adjacent to Ethanac Road along the southern property line, generally east of the proposed driveway, and 17 feet of right-of-way dedication along the eastern property line. With the exception of a new raised median extending from Trumble Road to just west of Encanto Drive as described above, no other modifications to the adjacent roadways are proposed. Thus, the Project would not conflict with a program plan, ordinance or policy addressing pedestrian facilities. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. CEQA Guidelines section 15064.3 establishes vehicle miles traveled (VMT) as the primary metric for evaluating transportation-related environmental impacts under CEQA. In response to Senate Bill (SB) 743, the City of Perris adopted the Transportation Impact Analysis (TIA) Guidelines for CEQA (May 2020) which relies on vehicle miles traveled (VMT) as the measure for determining a project significant transportation impact under CEQA. The City's TIA Guidelines provides screening criteria that can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City

of Perris are based on the recommendations from OPR and WRCOG for setting screening thresholds for land use projects. Screening criteria are divided into the following:

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

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

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

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

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

Mitigation Measures: No mitigation measures are 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. The Project does not include any incompatible uses, as the Project Applicant proposes a travel center, which is consistent with the General Plan land use designation and zoning for the site with approval of conditional use permit. Automobile access to the Project site would be provided from Ethanac Road and Trumble Road via three driveways. The driveway on Ethanac Road would provide right-in-right-out (RIRO) only access. The southern driveway on Trumble Road would be full access for passenger vehicles. The northern driveway on Trumble Road would provide truck ingress and egress access to the project site. All Project driveways would be unsignalized.

As part of the Project, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would

be provided. New striping would also be provided along Trumble Road. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection.

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

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. Ethanac Road and I-215 would provide primary access to the Project site and would continue to serve as the primary evacuation and emergency access route within the area, as designated in the City's General Plan Safety Element Figure S-1. SR-74 and Sherman Road would also provide access to and out of the Project area. As discussed above, the existing median on Ethanac Road would be removed and a new raised median would be constructed extending from Trumble Road to just west of Encanto Drive and new striping would be provided. New striping would also be provided along Trumble Road. The existing unsignalized intersection of Encanto Drive and Ethanac Road would change from a full access to a right-in-right-out only unsignalized intersection. During construction activities associated with the proposed on- and off-site improvements, traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Ethanac Road, Trumble Road, or any other nearby roadways. The proposed improvements not impede or interfere with the evacuation plan.

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

Mitigation Measures: No mitigation measures are required.

4.18 Tribal Cultural Resources

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

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

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

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

Less Than Significant Impact With Mitigation Incorporated. As noted in Section 4.5, *Cultural Resources*, *a*s part of preparation of the Cultural Resources Study, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on June 24, 2021. The NAHC responded on July 16, 2021, stating that a search of the SLF was completed with negative results (i.e., no sacred lands or resources important to Native Americans are recorded within the vicinity of the Project site). Letters were mailed to 23 Native American contacts on July 13, 2021 describing the Project and requesting if they had knowledge regarding cultural resources of Native American origin within or near the Project site. The Rincon Band of Luiseño Indians responded in a letter delivered via email on July 19, 2021, stating that the project site is within the traditional Luiseño use area and of interest to the Rincon Band, but they have no knowledge of resources in the project vicinity. The Rincon Band asked that an archaeological records search be conducted, and a copy of the report provided to the Rincon Band. The Quechan Indian Tribe responded via email on July 21, 2021, stating they have no comments regarding the proposed project and defer to local tribes. The Agua Caliente Band of Cahuilla Indians (ACBCI) responded in a letter attached to an email on August 11, 2021, stating that the proposed Project is within the tribe's traditional use area and requesting that a cultural resources study be conducted by a qualified archaeologist, that copies of the records search results and any reports produced be provided to ACBCI.

Assembly Bill (AB) 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

In compliance with AB 52, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52; refer to Appendix D, *Tribal Consultation (AB 52) Communications*. The City conducted AB 52 consultation with the Pechanga Band of Mission Indians on October 17, 2023 and requested the tribe provide input regarding the proposed Project and Cultural Resources Survey (Appendix C). Subsequent emails were sent to the Tribe on November 17, 2023 and December 12, 2023. No additional correspondence was received from the Tribe, and the City determined consultation was concluded. No evidence has been provided to the City of the presence of tribal cultural resources at the Project site as a result of the AB 52 consultation efforts. Therefore, with implementation of mitigation measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Mitigation Measures: Refer to mitigation measures CUL-1 and CUL-2.

4.19 Utilities and Service Systems

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

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

Less Than Significant Impact.

Water

The Project site is located within the EMWD service area. The Project site is currently undeveloped and does not generate water demand. Development of the proposed travel center site would require installation of water lines within the site and connection to an existing water main. The Project Applicant would install a new 2.5-inch water service line on-site to serve the proposed development, which would connect to existing water lines within Trumble and Ethanac Roads. The potential environmental effects associated with construction and operation of the Project, including the proposed water lines to serve the

development are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of water facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.19(b) regarding water supply.

Wastewater and Wastewater Treatment

Wastewater collection services within most of the City, including the Project site, are provided by the EMWD. Wastewater generated by the proposed Project would be conveyed to the Perris Valley Regional Water Reclamation Facility (PVRWRF) for treatment. The PVRWRF has a current treatment capacity of 22 million gallons per day (mgd) of wastewater, with an ultimate capacity to treat 100 mgd, and has a current flow of 15.5 mgd as of 2021 (EMWD, 2021b).

The Project site is undeveloped and does not currently generate wastewater requiring treatment. Development of the travel center would require installation of a new 6-inch sewer line within the Project site, which would connect to the existing sewer line within Trumble Road. The potential environmental effects associated with construction and operation of the Project, including the proposed sewer line to serve the development are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of wastewater facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.19(c) regarding wastewater treatment.

Stormwater Drainage

The Project site is currently vacant. Under existing conditions, stormwater from the Project site sheet flows out along the western boundary into an existing natural swale. The swale flows north and is intercepted by an existing culvert near Illinois Avenue and I-215. Flows from the existing culvert are conveyed west across I-215 and then continue west through existing drainage facilities until discharging into the San Jacinto River.

Under proposed conditions, the Project site includes six drainage management areas (DMA's). DMA A-1 would include most of the proposed development. Runoff from A-1 would predominantly drain in a northwest direction and be conveyed by a proposed storm drain system into a proposed bioretention basin west of the Project site. The bioretention area would also contribute to the flows into the basin. Discharge from the basin would be controlled by an outlet structure and, due to the elevations, would be pumped to discharge into the proposed channel. DMA's A-2 and A-3, located along the southern portion of the Project site, would include the proposed drainage ditch that would convey offsite flows, which is considered self-treating. DMA A-4 would include the proposed channel to the west of the Project site, which is also considered self-treating. DMA's A-5 and A-6 would include driveway areas in the northwest and south of the Project site that were unfeasible to capture onsite and would drain toward the adjacent streets, which ultimately drain into the proposed channel. DMA A-5 and A-6 would be *de minimis* areas. On-site flows would predominately be intercepted by four proposed grated inlets with filter inserts, which

will screen trash prior to entering the bio-retention system. The bio-retention basis is proposed for stormwater quality treatment and mitigation of flows.

The potential environmental effects associated with construction and operation of the Project, including the proposed drainage facilities are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation measures. Thus, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.10(c) regarding drainage patterns and the Project's proposed hydrology and drainage.

Electricity, Natural Gas, and Telecommunications

The Project would receive electrical service from Southern California Edison (SCE) and natural gas service from the Southern California Gas Company (SoCalGas) (City of Perris, 2023). Telecommunication services are provided by a variety of companies including AT&T, DirecTV, Spectrum, and Verizon, and are typically selected by the individual customer. Transmission lines/infrastructure for these services are provided within the Project area. The proposed travel center would not require or result in the relocation or construction of new or expanded electrical power facilities, natural gas facilities, or telecommunications facilities. The Project Applicant would install new underground electric lines, telephone lines, and natural gas lines from the proposed travel center and shop buildings and connect to facilities within Ethanac Road. The potential environmental effects associated with the proposed travel center's energy demand are analyzed within this Initial Study and impacts have been determined to be less than significant. The proposed Project would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site is located within the EMWD service area and would connect to existing EMWD water facilities to serve the proposed travel center. The EMWD's 2020 Urban Water Management Plan (UWMP) Tables 7-3 through 7-8 show that the EMWD projects adequate existing supplies to meet demands during normal years throughout the planning period. Further, the EMWD anticipates sufficient supply capabilities to meet the expected demands through 2045 under normal, historic single-dry, and historic multiple-dry year conditions. Therefore, it is anticipated that existing supplies in combination with identified future and potential water supply opportunities will enable the EMWD to meet all future water demands under all hydrologic conditions through the end of the planning period.

UWMP water demand forecasts are based on adopted General Plans. As discussed in Section 4.14, the Project is the development and operation of a travel center, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. Development of the site with the proposed commercial use would be consistent with the General Plan land use designation and zoning for the site. Further, the Project's

forecasted population growth could increase the City's existing (2021) population of 78,106 persons by less than one percent (approximately 0.37 percent) to 78,393 persons (U.S. Census Bureau, 2023). The Perris General Plan estimates a population of 84,284 persons by 2030. The Project would be within the population projections anticipated and planned for by the General Plan and would not increase growth beyond what was anticipated in the UWMP. Sufficient water supplies would be available to serve the proposed Project and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater collection services within most of the City, including the Project site, are provided by the EMWD. Wastewater generated by the proposed Project would be conveyed to the PVRWRF for treatment. The PVRWRF has a current treatment capacity of 22 mgd of wastewater, with an ultimate capacity to treat 100 mgd, and has a current flow of 15.5 mgd as of 2021 (EMWD, 2021b).

The Project Applicant proposes to develop a travel center on the site, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. Development of the site with the proposed commercial use would be consistent with the General Plan land use designation and zoning for the site. As described in Section 4.14, the Project's forecasted population growth could increase the City's existing (2021) population of 78,106 persons by less than one percent (approximately 0.37 percent) to 78,393 persons (U.S. Census Bureau, 2023). The Perris General Plan estimates a population of 84,284 persons by 2030. The forecasted population growth would also be less than SCAG's 2040 growth projection of 121,000 persons. The Project would be within the population projections anticipated and planned for by the General Plan and SCAG. Additionally, the City charges wastewater connection and service fees on behalf of the EMWD to collect revenue to fund shared costs for necessary infrastructure and infrastructure maintenance. Sufficient treatment capacity would be available to serve the proposed travel center and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

Less Than Significant Impact. Solid waste collection services within the City are provided by CR&R Environmental Services (City of Perris, 2023). Waste from the City is disposed of at a number of solid waste facilities, with the vast majority (95 percent) of solid waste in the City in 2019 disposed of at two landfills: the El Sobrante Landfill (84 percent) and the Badlands Sanitary Landfill (11 percent) (CalRecycle, 2023a). The Project Applicant proposes to develop and operate a travel center on the site, which would involve the development of fueling facilities, travel amenities, a drive-thru restaurant, and parking facilities for passing motorists and commercial truck operators. State law requires a 65 percent diversion rate for construction and demolition projects. Thus, the Project would be required to achieve the diversion rate

during construction activities associated with the Project. Project operations would increase solid waste disposal demands over existing conditions. As stated, the majority of solid waste in the City is disposed of at El Sobrante Landfill and the Badlands Sanitary Landfill. El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day (CalRecycle, 2023b). The facility's maximum capacity is 209,910,000 cubic yards, with a remaining capacity of 143,977,170 cubic yards as of 2018. Badlands Sanitary Landfill has a maximum permitted throughput of 5,000 tons per day (CalRecycle, 2023c). The facility's maximum capacity is 82,300,000 cubic yards, with a remaining capacity of 7,800,000 cubic yards as of 2020. It is anticipated that El Sobrante Landfill and the Badlands Sanitary Landfill would continue to receive a majority of the solid waste from the City.

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

The Project would be required to comply with Section 5.408 of the CalGreen Code which requires that Project construction divert a minimum of 65 percent of nonhazardous construction and demolition debris.

The City has a per capita disposal rate target of 6.3 pounds per person per day (CalRecycle, 2023d). The City has met this target since 2008 through its diversion programs, with the most recent disposal rate (2020) of 6.2 pounds per person per day. The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939. Thus, the proposed Project would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

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4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

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. As discussed in Response 4.9(g), according to CalFire's Fire Hazard Severity Zone (FHSZ) maps, the City is not located within, or near, a FHSZ. According to the City's 2030 General Plan Safety Element, the majority of the western portion of the City contains FHSZs. The Project site is located in the south-eastern portion of the City. The Project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, the proposed Project would not result in potential impacts associated with wildfire.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		X		
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)?	X			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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 Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to substantially degrade the quality of the environmental or result in significant environmental impacts that cannot be reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures.

As discussed in Section 4.4, *Biological Resources*, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The Project would be required to implement mitigation measures

BIO-1, BIO-2, and BIO-3 to address the potential for burrowing owl, Crotch bumble bee, and nesting migratory birds within the Project site, and pay a required mitigation fee for Stephens' kangaroo rat, which would reduce potential impacts to a less than significant level.

As discussed in Section 4.5, *Cultural Resources*, the Project would not eliminate important examples of the major periods of California history. The Project would be required to implement mitigation measure CUL-1 to address the potential for cultural resources to be encountered during ground-disturbing activities. With implementation of Mitigation Measure CUL-1, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5 and impacts would be less than significant. Implementation of Mitigation measure CUL-2 would ensure that if human remains are found during excavation, excavation would be halted near the find until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. If the human remains are determined to be prehistoric, the coroner would notify the NAHC. Following compliance with mitigation measure CUL-2, the Project's potential impacts concerning human remains would be less than significant.

As also concluded in Section 4.18, *Tribal Cultural Resources*, no evidence has been provided to the City of the presence of tribal cultural resources at the Project site as a result of the AB 52 consultation efforts. Therefore, with implementation of mitigation measures CUL-1 and CUL-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

The Project would not 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. Impacts would be less than significant with the implementation of mitigation.

Mitigation Measures: Refer to mitigation measures BIO-1, BIO-2, BIO-3, CUL-1, and CUL-2.

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)?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project has the potential to generate a substantial increase in GHG emissions. This is a potentially significant impact that may be cumulatively considerable and will need to be evaluated in an EIR.

Mitigation Measures: Mitigation measures for potentially significant GHG emissions will be considered in an EIR.

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

Less Than Significant Impact. In general, impacts to human beings are associated with aesthetics, air quality, hazards and hazardous materials, and noise. As presented in the previous sections of this Initial Study, the proposed Project would not have any potentially significant impacts regarding these issues.

Therefore, the Project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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