

# ***VALLARTA MARKET PLACE SHOPPING CENTER PROJECT***

## **INITIAL STUDY**

**Prepared for:**

**City of Perris Planning Division  
135 North D Street  
Perris, CA 92570**

**Prepared by:**



October 2024

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- Appendix F – Noise Study
- Appendix G – Vehicle Miles Traveled Analysis

## INITIAL STUDY

**1. Project title:**

Vallarta Market Place Community Shopping Center

**2. Lead agency name and address:**

City of Perris  
101 North D Street  
Perris, California 92570-2200

**3. Contact person and phone number:**

City of Perris  
Development Services Department, Planning Division  
Alfredo Garcia, Senior Planner  
Phone Number: 951-943-5003  
Email: [agarcia@cityofperris.org](mailto:agarcia@cityofperris.org)

**4. Project location:**

The Project site (APN 300-260-001-08) is comprised of approximately 10.55 acres located within the Central Core planning area (Planning Area 5) of the City of Perris at the southeastern corner of Placentia Avenue and North Perris Boulevard. It is located approximately 0.9 miles east of Interstate 215 (I-215), approximately 8.3 miles south of State Route (SR-) 60 and approximately 1.3 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is located adjacent to and south of the Mid County Parkway, a planned 16-mile transportation corridor between the Perris and San Jacinto areas. The eastern-most segment follows the Placentia Avenue alignment between I-215 and Redlands Avenue. Construction of the Interstate 215/Placentia Avenue Interchange in Perris, the first Mid-County Parkway segment, began in August 2020 and opened in December 2022. This project widened Placentia Avenue to four lanes (two lanes in the east and west directions). The Riverside County Transportation Commission (RCTC) has not determined the timing for construction of additional Mid-County Parkway segments. Figure 1 depicts the Project site in relation to the region. Figure 2 depicts the Project site in relation to the surrounding area. The Project site is located along the south side of Placentia Avenue east of North Perris Boulevard. The site abuts single-family residences to the east along the west side of Genuine Risk Street and to the south along the north side of Chant Street.

**5. Project sponsor's name and address:**

Vallarta Supermarkets



**Figure 1—Vicinity Map**

**● - Project Site**



Figure 2—Vicinity Map

 - Project Site

12881 Bradley Avenue  
Sylmar, California 91342

**6. General Plan designation:**

Community Commercial

**7. Zoning:**

Commercial Community

**8. Surrounding Land Uses and Setting:**

The Project site is comprised of disturbed vacant land that is generally flat with an elevation of approximately 1,448 feet above mean sea level. The project site is in an area characterized primarily by commercial, single-family residential, and light industrial uses. Light industrial, and commercial uses are located to the west of the site along the western side of North Perris Boulevard. A single-family residential neighborhood abuts the site to the east along the west side of Genuine Risk Street and to the south along the north side of Chant Avenue.

The General Plan land use designation for the Project site is Community Commercial and the zoning designation is Commercial Community. Commercial and light industrial land use designations are also located to the west across North Perris Boulevard. Land to the north is zoned R-6,000 - Residential 6,000, land to the east and south is zoned MFR-14 - Multifamily Residential 14.

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

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

**9. Project Description:**

The Vallarta Market Place Community Shopping Center project (Project) is the proposed construction and operation of a total of eight new commercial/retail buildings on the 10.55-acre Project site. The following describes each of the three project components and addresses on-site



improvements that would be required to accommodate the proposed uses. The proposed uses would be allowed by right under the existing Commercial Community zoning designation. The proposed site plan is shown in Figure 3. A rendering of the proposed site plan is shown in Figure 4.

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

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

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

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

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

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

Retail Required Parking			
Name	Area	Factor	Min. Parking
C-Store	4913 SF	250	20
Junior Anchor	15593 SF	250	63
Retail #2	7000 SF	250	28
Shop Retail #1	7520 SF	250	31
Vallarta Market	9571 SF	250	238
<b>Grand total</b>	<b>34397 SF</b>		<b>350</b>

Drive-In Required Parking			
Name	Area	Dining Area	Min. Required
Coffee QSR	2367 SF	847 SF	29
QSR #1	2621 SF	1948 SF	31
QSR #2	2079 SF	632 SF	27
<b>Grand total</b>	<b>7067 SF</b>		<b>87</b>

**PARKING REQUIRED:**

- 467 SPACES (CITY OF PERRIS CODE OF ORDINANCES, CHAPTER 18.69.030)
- 9 ADA SPACES (INCLUDING 2 VAN ACCESSIBLE) (CGBC 2002, TABLE 118.009.2)
- 20% OF 467 ACTUAL PARKING SPACES = 94 EV CAPABLE SPACES
- 25% OF 94 EV CAPABLE SPACES = 24 EVSE SPACES PER (CGBC 2022, TABLE 5.106.5.3.1)

**PARKING PROVIDED:**

- 489 SPACES (TOTAL)
- 18 ADA SPACES (INCLUDING 2 VAN ACCESSIBLE)
- 96 EV CAPABLE SPACES INCLUDING 25 EVSE SPACES AND 1 ADA EVSE SPACE
- 72 COMPACT SPACES (15% OF 477 SPACES = 72 COMPACT SPACES) (18.69.030)

Provided Parking	
Parking Type	Count
ADA	9
Compact	68
EVSE	70
EVSE ADA	25
Regular	362
VAN ADA	2
<b>Total Parking Provided</b>	<b>489</b>

Required Electric Vehicle Parking Per CGBC Table 5.106.5.3.1			
Total Parking Spaces Provided	Number of Required EV Capable Spaces (EVCS)	Number of EV Charging Stations (EVSE)	
489	94	25	

Site GLA Area		
Name	Number	Area
Junior Anchor	101	15593 SF
Vallarta Market	102	9571 SF
Shop Retail #1	103	7520 SF
C-Store	104	4913 SF
Gas Canopy	105	4959 SF
QSR #2	106	7000 SF
Coffee QSR	107	2367 SF
QSR #1	108	2621 SF
QSR #2	109	2079 SF
<b>Grand total</b>		<b>106422 SF</b>

**Site Legend**

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

**Site Plan Legend**

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

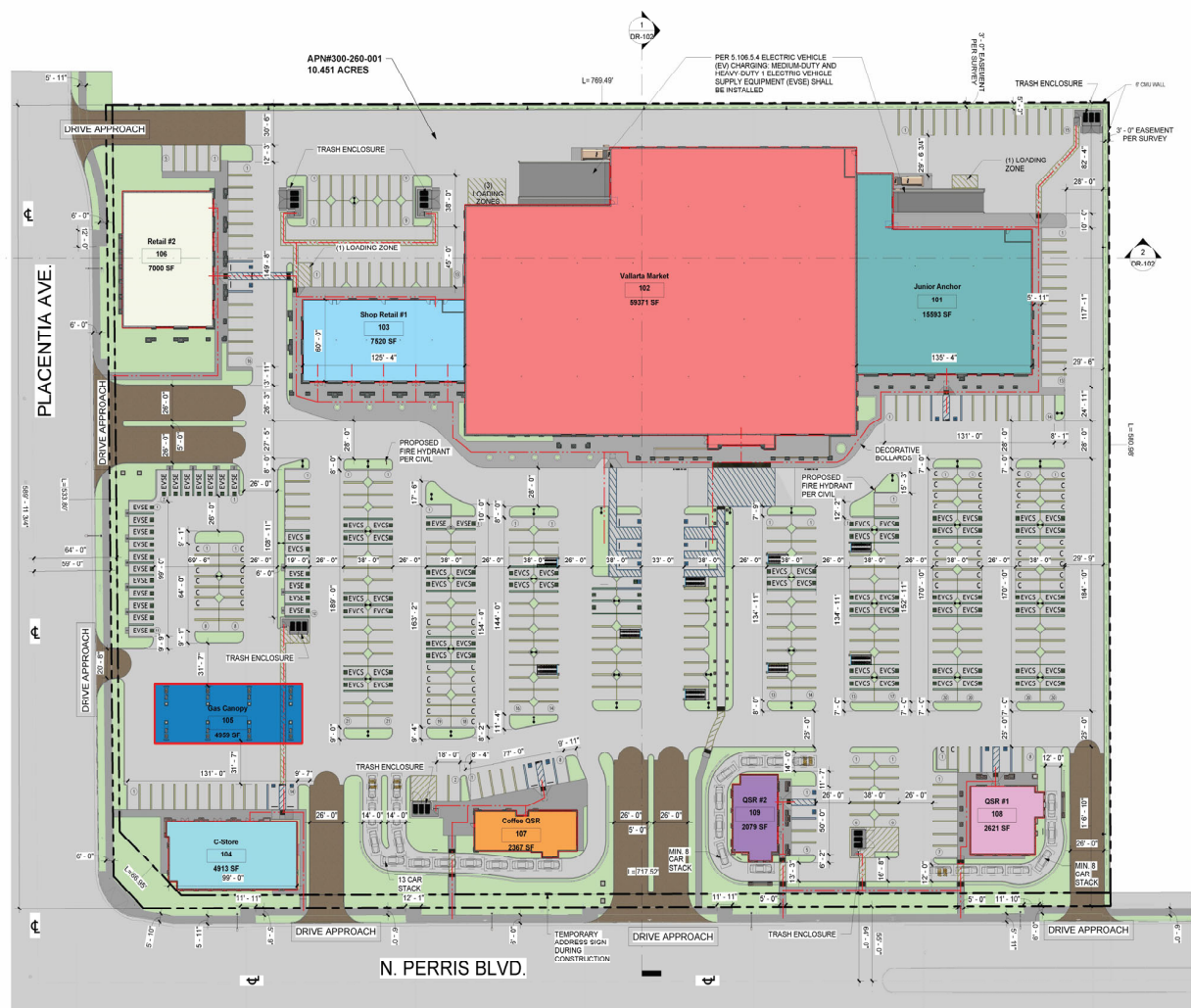
Design Review for:  
**Valgon Properties LLC**

22-801  
 08/05/2024

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

**DR-101**

Site Plan



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

Figure 3— Site Plan



Revision		
Number	Description	Date



Design Review for:

**Valgon Properties LLC**

22-801  
08/05/2024

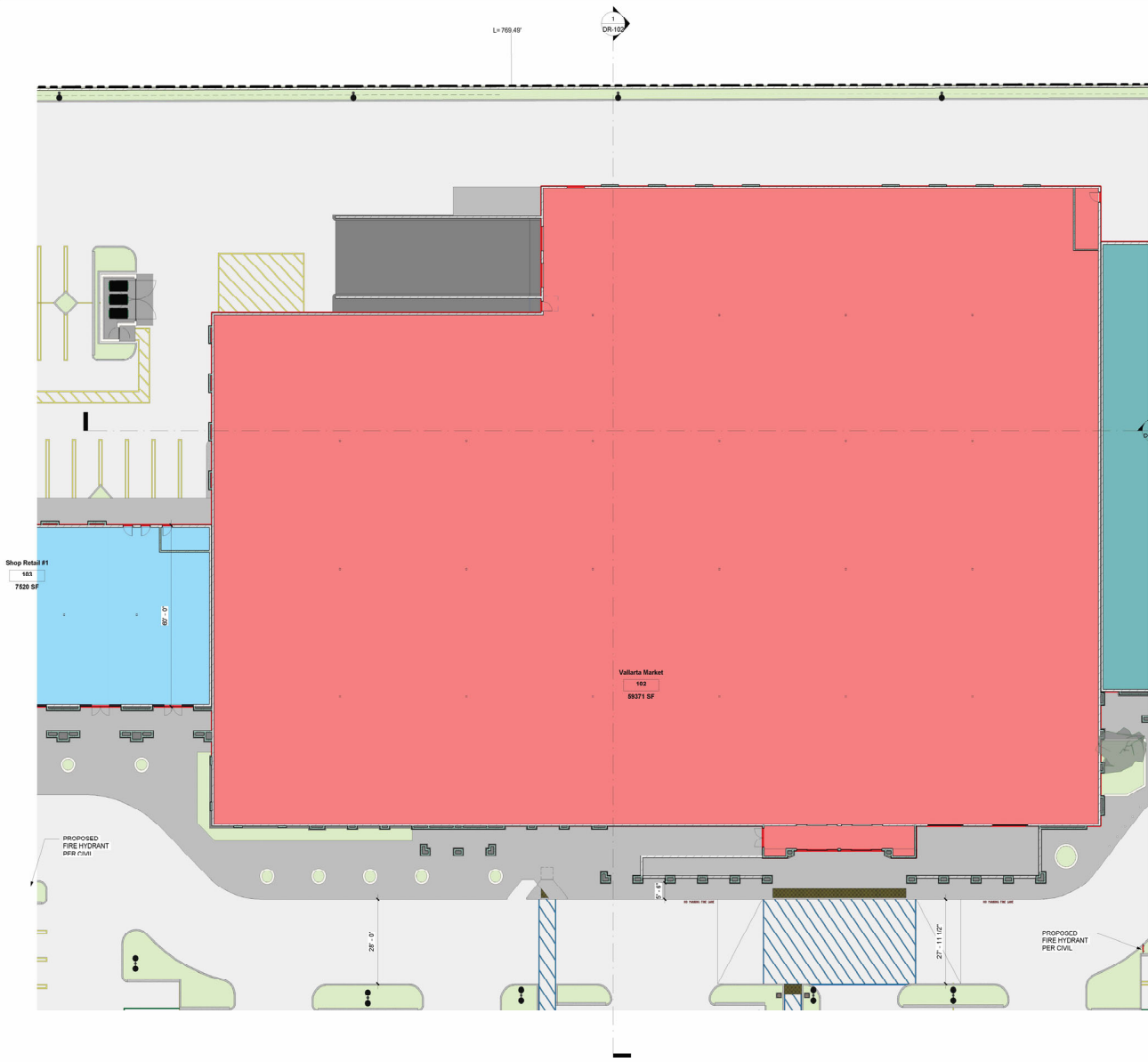
**SE Corner of Placentia and  
Perris Blvd. Perris, CA 92571**

**DR-110**

**Renderings**

**Figure 4 — Proposed Site Rendering**

Revision Number	Description	Date



**1 Site Plan - Vallarta Market**  
 1/16" = 1'-0"



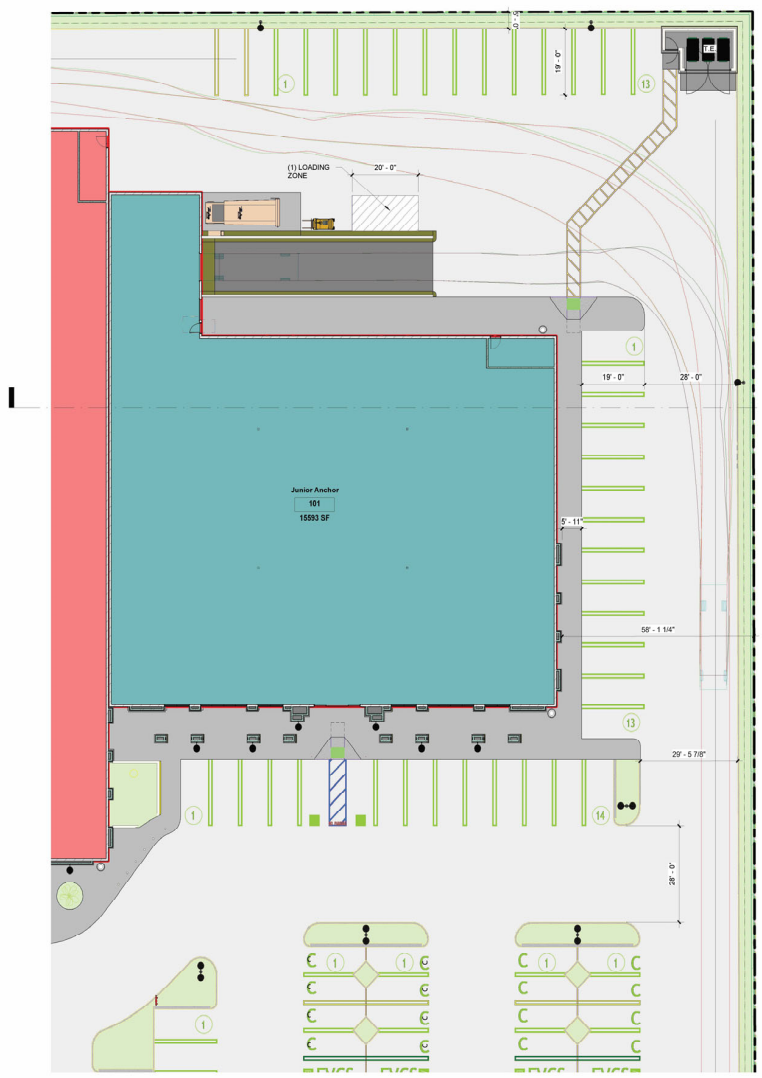
Design Review for:  
**Valgon Properties LLC**  
 22-801  
 08/05/2024  
 SE Corner of Placentia and  
 Perris Blvd. Perris, CA 92571

**DR-105**

**Vallarta Market**

**Figure 5 — Supermarket Rendering**

Number	Description	Date



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



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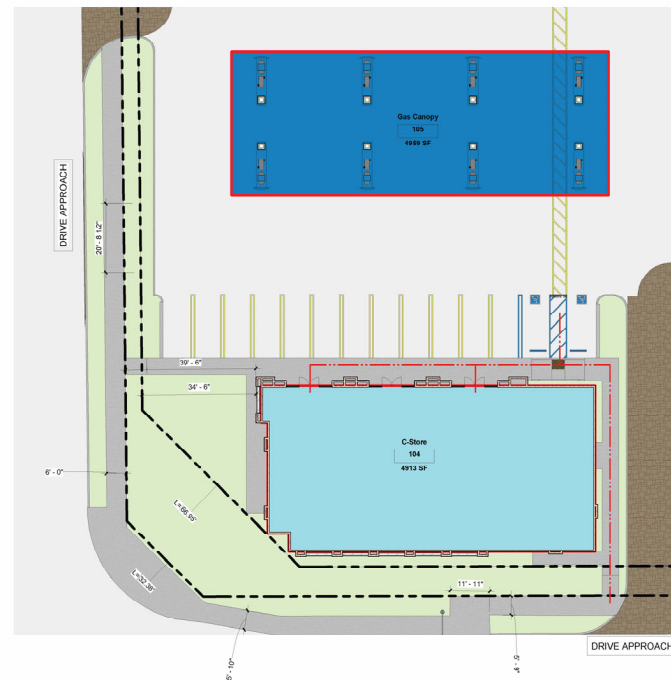
**DR-104**

Junior Anchor

Figure 6 — Junior Anchor Rendering



Number	Revision Description	Date



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



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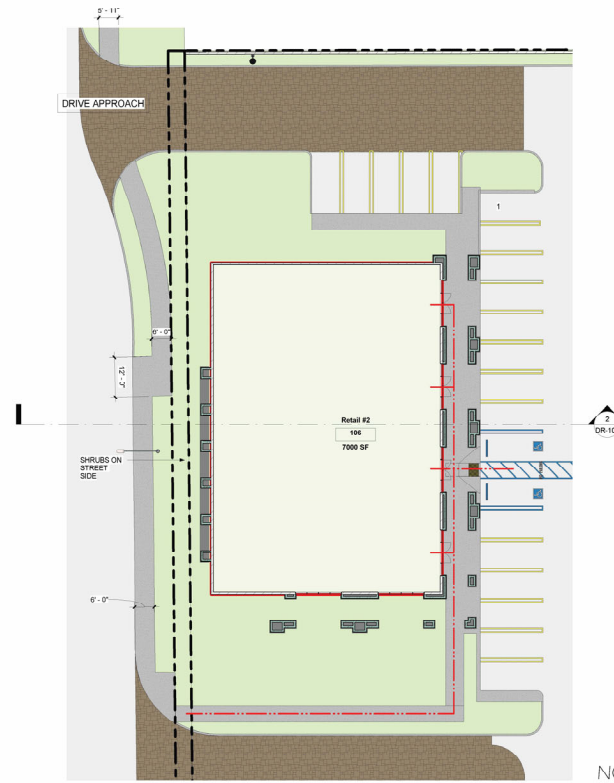
**DR-107**  
 C-Store & Gas  
 Canopy

**Figure 7 — Convenience Store/Fueling Station Rendering**

Number	Revision Description	Date



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



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



Design Review for  
**Valgon Properties LLC**

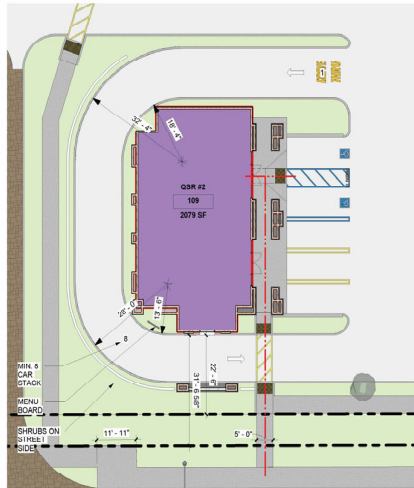
22-801  
 08/05/2024

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

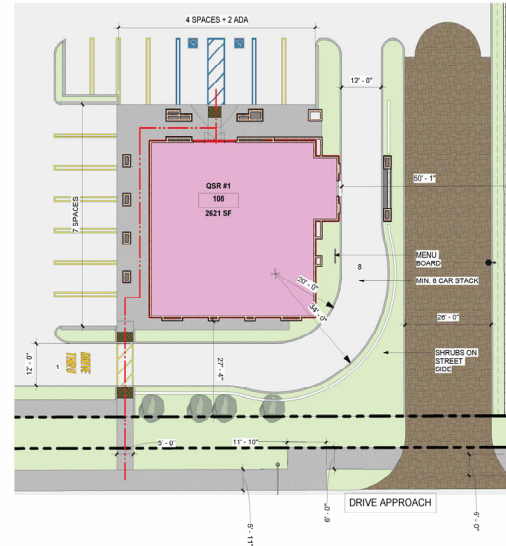
**DR-108**  
 QSR / Shops - Coffee  
 QSR

Figure 8 — Coffee Quick Service Restaurant Rendering

Revision		
Number	Description	Date



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



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

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**Valgon Properties LLC**

22-801  
 08/05/2024

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



**DR-109**

**QSR #1 & QSR #2**

**Figure 9 — Quick Service Restaurant 1 and 2 Rendering**



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

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

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

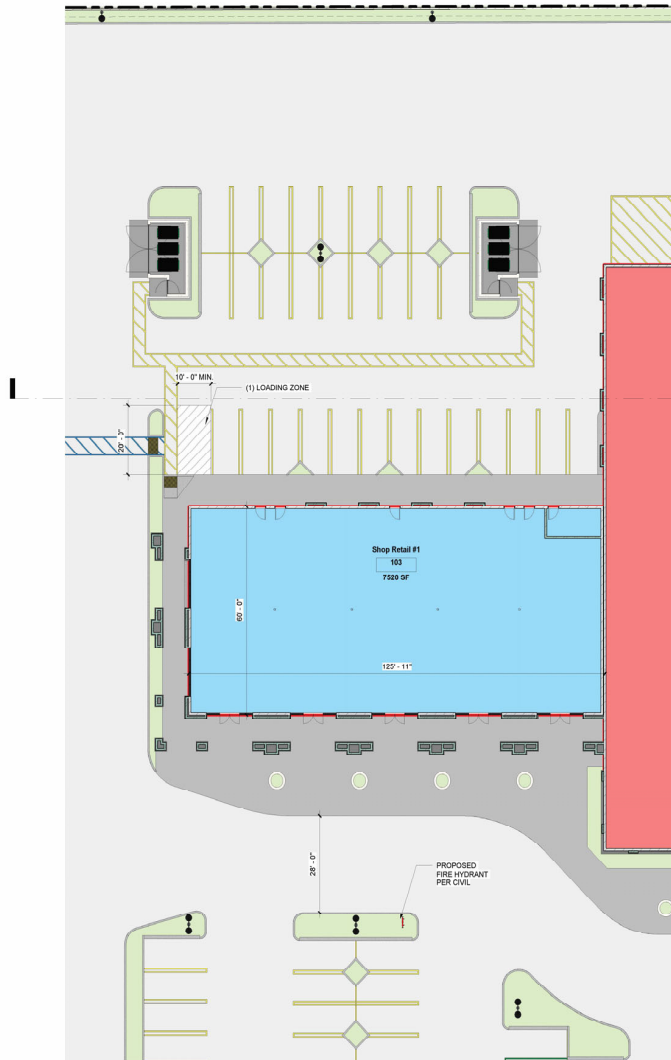
A total of 489 parking spaces are proposed. The total would include 18 accessible spaces. Pursuant to Section 5.106.5.3.1 of the 2022 CALGreen Code, at least 70 electric vehicle (EV) capable parking spaces would be provided while at least 26 of these spaces, including one ADA space would provide EV chargers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

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

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

Wastewater would be conveyed by the EMWD via a new lateral to an existing line along Placentia Avenue to the Perris Valley Regional Water Reclamation Facility for treatment.

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



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

2  
DR-102

Revision		
Number	Description	Date

Design Review for:

**Valgon Properties LLC**

22-801

08/05/2024

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

**DR-106**

**Shop Retail #1**



**Figure 10 — Retail Building 1 Rendering**

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

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

**Lighting.** All outdoor street lighting and on-site security lighting and landscape lighting would be designed to City of Perris standards and depicted in a Photometric Plan that demonstrates how one-foot candle of light would be maintained throughout the parking and pedestrian areas while maintaining MARB/IPA lighting requirements. All lighting would be low-pressure sodium and fully shielded to ensure no spill over into the residential areas located to the south and east.

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

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

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

**Energy Efficiency.** The proposed Project would be designed and operated consistent with the California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and

# PRELIMINARY LANDSCAPE PLAN FOR VALLARTA SUPERMARKETS

APN: 300-260-001

**OWNER/DEVELOPER INFORMATION:**

VALLARTA SUPERMARKETS  
12881 BRADLEY AVENUE  
SOLARIS, CALIFORNIA 91342  
(818) 491-6420

**APN:**  
300-260-001

**SITE ADDRESS:**  
SE CORNER OF PLACENTIA AND PERRIS BLVD  
PERRIS, CALIFORNIA 92571

**WATER AND SEWER PLAN NOTE:**

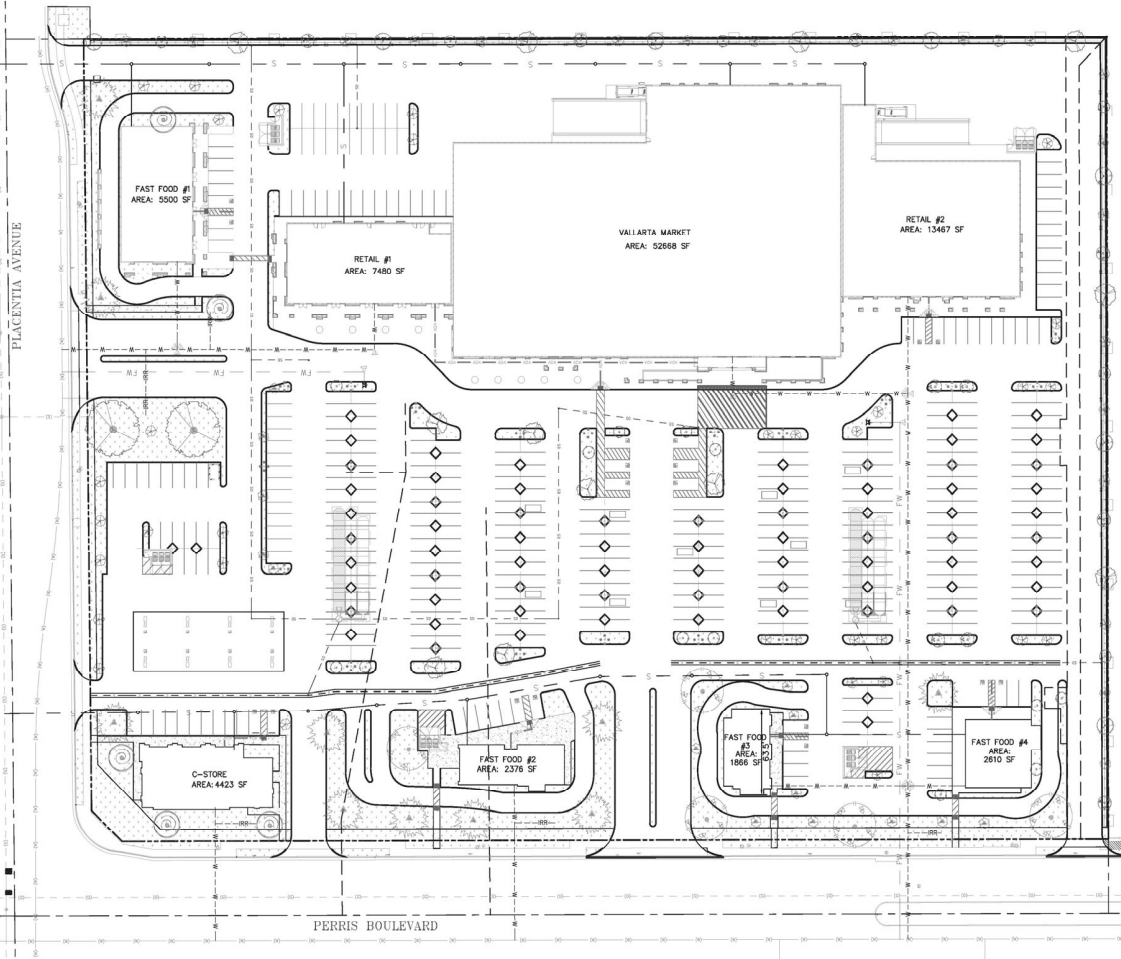
PLEASE SEE PRELIMINARY UTILITY PLAN FOR WATER AND SEWER PLAN.

**PLANTING NOTES:**

1. PLANTING SHALL FOLLOW ALL APPLICABLE CITY OF PERRIS PLANTING AND IRRIGATION REGULATIONS.
2. PLANTING SHALL FOLLOW ALL APPLICABLE COUNTY OF RIVERSIDE PLANTING AND IRRIGATION REGULATIONS.
3. ALL APPLICABLE WATER CONSERVATION REGULATION SHALL APPLY.

**IRRIGATION SYSTEM NOTES:**

THE PROPOSED LANDSCAPING SHALL BE REQUIRED TO ALSO INCLUDE A PROPER IRRIGATION PLAN ASSOCIATED WITH IT DURING THE CONSTRUCTION DOCUMENTS PHASE.

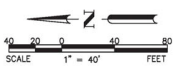


**TREE LEGEND:**

- CHLOPSIS LINEARIS  
DESERT WILLOW  
DECIDUOUS, LOW WATER, TO 15'-30'H X 10'-20'W, NARROW WILLOW TYPE LEAVES, FRAGRANT TRUMPET SHAPED FLOWERS REDDISH-PURPLE TO LIGHT PINK SPRING-FALL, TREE IS BRITTLE.
- FRANKLINIA VELUTINA 'RIO GRANDE'  
FRAN TEX ASH  
DECIDUOUS, MOD. WATER TO 30'-40'H X 30'-40'W, THRIVES IN HOT, DRY CLIMATE, LARGER DARK GREEN LEAVES, MORE SUCCEULENT THAN MODISTO ASH, GOLDEN YELLOW FALL COLOR.
- CUPRESSUS ARIZONICA 'BLUE PYRAMID'  
BLUE PYRAMID ARIZONA  
CYPRESS EVERGREEN, LOW WATER, CONICAL SHAPE TO 25'H X 25'W, DENSE BLUE-GRAY FOLIAGE, ROUGH FURROWED BARK, GOOD WINDBREAK & SCREEN.
- PINUS ELDARICA  
ELДАРICA PINE  
EVERGREEN, LOW WATER TO 10', FAST GROWTH TO 60'H X 20'W, UPRIGHT IRREGULAR HABIT, FINE TEXTURE, DARK GREEN NEEDLES.

**SHRUB LEGEND:**

- ATRIPLEX LENTIFORMIS  
QUAIL BUSH  
SEMI-EVERGREEN, VERY LOW WATER, MOD. GROWTH TO 3'-9'H X 6'-12'W, WOODY BRANCHES DENSELY FOLIATED WITH GRAY GREEN FOLIAGE, FLOWERS LATE WINTER-SPRING, EXCELLENT NATIVE SCREEN, EXTREMELY TOLERANT OF DROUGHT AND ALKALINE SOIL.
- BACCHARIS X 'STARNI THOMPSON'  
STARNI THOMPSON COYOTE BUSH  
EVERGREEN, LOW WATER, SUN-PART SHADE, TO 3'H X 4'-5'W, MED. GREEN LEAVES, MALE VARIETY.
- CAESALPINIA GILLIES  
BIRD OF PARADISE BUSH  
DECIDUOUS, LOW WATER, FAST GROWTH, OPEN HABIT TO 8'H X 6'W, FINELY CUT FOLIAGE, SUMMER YELLOW FLOWERS WITH BRIGHT RED STAMENS.
- HESPERALOE PARVIFLORA  
RED YUCCA, RED HESPERALOE  
EVERGREEN, LOW WATER, TOUGH X 3'-4'W, GRAY-GREEN LEAF CLUMP BEARING RED FLOWERS ON 5' SPIKES, SPRING-SUMMER REMOVE SPENT FLOWER SPIKES TO PROLONG BLOW TIME.
- LARREA TRIDENTATA  
CREOSOTE  
EVERGREEN, VERY LOW WATER, TO 6'-10'H X 6'-10'W, GREEN LEAVES, YELLOW FLOWERS, SPRING.
- FLICOPHYLLUM FRUITESCENS 'COMPACTA'  
COMPACT TEXAS RANGER  
SEMI-EVERGREEN, LOW WATER, FULL SUN, MOD. GROWTH TO 5'H X 5'W, GRAY FOLIAGE, DARK PINK FLOWERS, SPRING-FALL.
- SALVIA CLEVELANDII 'POZO BLUE'  
POZO BLUE CLEVELAND SAGE  
EVERGREEN, LOW WATER, SUN, TO 3'-6'H X 3'-6'W, VERY GRAY GREEN, WILLET-BLUE FLOWERS IN SUMMER, REMOVE FADED SPIKES TO PROLONG BLOOM, TOLERATES DEER, SALT & COASTAL CONDITIONS, COLD TO 5', MANY SOL TYPES.



**DIGALERT**  
DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

MARK	BY	DATE	REVISIONS	APPR.	COUNTY

SEAL	COUNTY

SEAL	COUNTY

SEAL-ENGINEER

ENGINEER OF WORK  
VENTURA ENGINEERING INLAND, INC  
27283 VINCE ROAD, SUITE 109  
TREMUDA, CALIFORNIA 92591  
PHONE: (951)252-7832  
wilfredo@venturaengineringinland.com

*Wilfredo Ventura*  
WILFREDO S.D. VENTURA  
RCE 66532 EXP. 6/30/24

8/29/23  
DATE

BENCHMARK:  
DESCRIBED BY METRO WATER DIST. CO.  
CALIFORNIA 1992 PERRIS, AT THE SOUTHWEST  
CORNER OF THE INTERSECTION OF PERRIS BL  
AND RIDER ST, AT THE BASE OF A STEEL  
TRAFFIC SIGNAL LIGHT, A 3.5 FOOT (1.1 M)  
BY 2.7 FOOT (0.8 M) CONCRETE BASE, A  
1-1/4 INCH STANDARD MANSO; ALUMINUM  
DISK SET ON EASTSIDE FLUSH.  
CL=1455.11 FEET (NAVD88).

DRAWN	EN
DESIGNED	EN
CHECKED	WV
SCALE	AS SHOWN
JOB NUMBER	VEI 2022-310
FOR:	W.D. COUNTY FILE NO.

**CITY OF PERRIS**  
PRELIMINARY LANDSCAPE PLAN  
VALLARTA SUPERMARKETS  
APN 300-260-001  
LANDSCAPE PLAN

SHEET NO.  
1  
OF 1 SHEETS  
FILE NO.

**Figure 11 — Landscape Plan**

environmental quality. Consistent with CALGreen standards, the project would provide short-term and long-term bicycle parking, electric vehicle charging and meet the electric vehicle charging readiness requirements for the supermarket and retail buildings. The Project would meet applicable requirements for light pollution reduction, grading/paving, installation of shade trees, water conserving plumbing fixtures and fittings, construction waste management, recycling of excavation soil and debris and recycling of waste material generated during operation of the proposed buildings.

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

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

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction of the Project would require common construction equipment.

**Operating Hours.** The proposed supermarket would operate between the hours of 7:00 a.m. and 10:00 p.m. during which time, all daily deliveries would occur. No deliveries would occur outside of business hours. The retail stores are expected to operate during normal daytime/evening business hours. No quick service restaurant tenants have been identified at this time so the operating hours are unknown. It is assumed that the quick service restaurants would not operate 24-hours per day. The convenience store and fueling station could operate 24 hours per day.

## **10. Project Approvals**

**Development Plan Review (DPR) 23-05264.** A Development Plan approval will be required for construction of the supermarket, retail buildings, convenience store and restaurant buildings.

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

**11. Other public agencies whose approval is required:**

**Regional Water Quality Control Board (RWQCB)** – Issuance of a Construction Activity General Construction Permit and Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit

**South Coast Air Quality Management District** – Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as cooking equipment. Permit to construct and/or permit to operate the proposed fueling station including stationary source equipment that would control evaporative emissions.

**Eastern Municipal Water District** – water and sewer connections.

**Southern California Edison** – electrical line connections.

**Southern California Gas Company**– natural gas connections.

**12. 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, has consultation begun is there a plan for consultation?**

In accordance with the requirements of AB 52, the City of Perris, as the lead agency, notified the local tribes identified by the Native American Heritage Commission (NAHC). The notices were sent to the following tribes on June 12, 2024:

- Agua Caliente Band of Cahuilla Indians;
- Torrez Martinez Desert Cahuilla Indians;
- Morongo Band of Mission Indians;
- Pechanga Band of Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

The comment period concluded on July 11, 2024. No responses were received.

## ENVIRONMENTAL FACTORS AFFECTED

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

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture and Forestry Resources  | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources                  | <input type="checkbox"/> Energy  |
| <input type="checkbox"/> Geology/Soils             | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials                 |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                             |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing                  | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                      | <input type="checkbox"/> Tribal Cultural Resources                     |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                            | <input checked="" type="checkbox"/> 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.
- 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 potential 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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name



## ENVIRONMENTAL CHECKLIST

The lead agency has defined the column headings in the environmental checklist as follows:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. <u>AESTHETICS</u> – would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Scenic vistas are generally defined as public viewpoints that provide expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a general plan, but can also include locally known areas or locations where high-quality public views are available. The City of Perris General Plan does not identify or otherwise designate scenic vistas or protected viewsheds; however, natural landforms are visible throughout the City. These include Lake Perris Dam, the Russell Mountains and Bernasconi Hills which are all located approximately two miles east of the Project site, and Gavilan Hills and Motte-Rimrock Reserve which are located west/southwest of the Project site.

Impacts on scenic vistas can result from development directly diminishing the scenic quality of the view or by blocking view corridors. Due to the relatively flat and broad nature of the City’s topography, including the Project site and surrounding area, Section 6.1 of the City of Perris

General Plan EIR identified that “virtually all future building construction consistent with land use and development standards... will obstruct views to the foothills from at least some vantage points.” The General Plan EIR concludes that the City’s east-west and north-south oriented roadways are intended to frame and preserve scenic views towards distant horizons and foothills.

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

b) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the Project site is the segment of State Route 74 (SR-74) that extends from the western boundary of the San Bernardino National Forest (22 miles east of the site) to Highway 111 in the City of Palm Desert. There are presently no officially designated State Scenic Highways that extend through the City of Perris. There are no protected/historic tree species, historic structures or other visually prominent features on the site. **No impact** to these resources would occur as a result of Project implementation.

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

The existing visual character of the Project site and surrounding area is characterized by urbanizing commercial, light industrial, and residential land uses. The Project site is vacant. Development immediately surrounding the vacant and undeveloped Project site includes single-family residential neighborhoods to the east, north, and south, and commercial and light industrial uses to the west along the western side of Perris Boulevard. The Project would comply with the City’s applicable site development criteria such as height limitations, setbacks, screening and landscaping. Therefore, the Project would be consistent with the planned site uses and would not conflict with applicable zoning or other regulations governing scenic quality. Potential impacts associated with the visual character and quality and applicable

regulations governing scenic quality would be **less than significant** and no mitigation would be required.

d) There are two primary artificial sources of light that generally affect an urban environment: light emanating from building interiors that passes through windows to the outside and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting) that affect the natural ambient light level. The introduction of light can affect adjacent areas and diminish night sky views depending on the location of the light sources and proximity to nearby light-sensitive areas.

Glare can be caused by unshielded or misdirected lighting sources. Reflective surfaces such as chrome or polished metal can also be a source of glare. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces and expanses of pavement. The Project site is in a developing area with a mix of commercial/light industrial and single-family residential development. The existing lighting in the project area includes streetlights and vehicle lights within the adjacent roadway corridors and interior and exterior building lighting from developed parcels proximal to the site.

Proposed lighting is anticipated to include a combination of street and security lighting (including signage) on the exterior of each building and in parking areas. City of Perris Ordinance No. 1051 requires the use of specific types of light fixtures on nonresidential properties to minimize the amount of light cast on adjoining properties, the public right-of-way and into the night sky.

During construction, lights would be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction-related activities occur during nighttime hours, temporary, overhead artificial lighting would be provided to illuminate the work area. Due to the distance between the construction area and the adjacent residents and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. With implementation of Mitigation Measure AES-1, this potential impact would be **less than significant with mitigation incorporated**.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

**II. AGRICULTURE AND FORESTRY RESOURCES** -- Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The Farmland Mapping and Monitoring Program is a statewide program that designates farmland among several categories. The Farmland Mapping and Monitoring Program is maintained by the California Department of Conservation, which is the agency responsible for overseeing farmland classification throughout the state. Agricultural land is rated according to soil quality and irrigation status. The land use highest potential agricultural value is Prime Farmland. Unique farmland is land, other than Prime Farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide Importance may include tracts of land that have been designated for

agriculture by State law. These three categories are considered to be Farmland. In some areas that are not identified as having national or statewide importance, land is Farmland of Local Importance. Urban and Built-up Land are not considered agricultural land or Farmland.

While the undeveloped project site would be converted from a vacant parcel to a commercial land use, the conversion would not include the loss of Farmland. According to the Farmland Mapping and Monitoring Program online mapping database (CDC 2016), the Project site is classified as Farmland of Local Importance and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Furthermore, the Project site is not used for agricultural production. Therefore, **no impact** would occur.

b) The Williamson Act, also referred to as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than typical because they are based upon farming and open space rather than full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Project site does not meet these criteria, does not qualify for preservation under a Williamson Act contract, nor is the land under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **No impact** would occur.

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

d) As discussed in Section II.c, above, there is no land zoned forest land within the City of Perris. As such, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. **No impact** would occur.

e) As discussed in Sections II.a – 2d, above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) nor is the site designated as forest land. There is also no Farmland or forestland in the immediate vicinity of the Project site. Therefore, implementation of the project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. **No impact** would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. <u>AIR QUALITY</u> -- Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The City of Perris is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (AQMD) and the California Air Resources Board (CARB). Standards for air quality within the South Coast Air Basin are documented in the South Coast AQMD's Air Quality Management Plan (AQMP). The main purpose of an AQMP is to describe air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area in order to bring the area into compliance with federal and State air quality standards. The South Coast AQMD's 2022 AQMP is based on regional growth forecasts for the Southern California Association of Governments region. Whether the Project would exceed the growth assumptions in the AQMP is, in part, based on projections from local general plans. The City of Perris General Plan land use designation for the Project site is Community Commercial and the Project is consistent with this land use designation.

A project is consistent with the regional AQMP if it does not create new violations of clean air standards, exacerbate any existing violations, or delay a timely attainment of such standards. Construction of the Project would generate exhaust from construction equipment and vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions

from architectural coatings and paving. The Project would also result in the emission of pollutants into the South Coast Air Basin during Project operation from vehicle trips and stationary sources. The emission of pollutants resulting from construction (short-term) and operation (long-term) of the Project have the potential to affect implementation of the AQMP. This is a **potentially significant impact**. Therefore, any potential impacts that the Project may have on the attainment of regional air quality objectives will be evaluated in an EIR.

b) The South Coast Basin is designated under the National Ambient Air Quality Standards by the U.S. Environmental Protection Agency as an extreme nonattainment area for ozone, a serious maintenance area for respirable particulate matter (PM<sub>10</sub>), and a moderate nonattainment area for fine inhalable particulate matter (PM<sub>2.5</sub>). Under the California Ambient Air Quality Standards, the South Coast Basin is designated as a nonattainment area for these pollutants.

Air quality impacts are divided into short-term construction and long-term operational impacts. Short-term impacts are the result of demolition, site preparation, grading, and/or construction operations. Long-term impacts are associated with the long-term operations of a project. Implementation of the Project may increase existing levels of criteria air pollutants and contribute to their nonattainment status in the South Coast Air Basin during both construction and operational activities. This is a **potentially significant impact**. Thus, an air quality analysis will be prepared to determine if the Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be addressed in an EIR.

c) Development of the Project has the potential to expose sensitive receptors near the Project site to emissions from construction equipment and grading activity, mobile sources (i.e., trucks and car exhaust), cooking equipment, and the dispensing of gasoline. The nearest sensitive receptors are the existing homes located to the immediate east and south of the Project site. Due to the presence of sensitive receptors in the immediate vicinity, there is the potential to expose nearby sensitive receptors to substantial pollutant concentrations. This is a **potentially significant impact**. Therefore, this topic will be further evaluated in an EIR.

d) Development of the Project has the potential to expose residential receptors near the Project site to odors from construction equipment, cooking equipment, and the dispensing of gasoline. The nearest residential neighborhood with a substantial number of people is located to the immediate east and south of the Project site. Due to the presence of the residential neighborhood in the immediate vicinity, there is the potential for the Project to generate odors affecting a substantial number of people. This is a **potentially significant impact**. Therefore, this topic will be further evaluated in an EIR.



Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**IV. BIOLOGICAL RESOURCES** -- Would the project:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**IV. BIOLOGICAL RESOURCES** -- Would the project:

- 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?
- |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The material presented herein is based in part on the *Perris Retail Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Retail Site Located within Assessor Parcel Number (APN) 300-260-001 in the City of Perris, Riverside County, California*, prepared by ELMT Consulting, Inc., October 2023 (Appendix A).

**Methodology**

Literature Review

Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project were determined through a query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database Rarefind 5, the California Native Plant Society Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, U.S. Fish and Wildlife Service (USFWS) species listings, and species covered within the MSHCP and associated technical documents.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project site were reviewed to understand existing site conditions and note the extent of any disturbances that have occurred within the Project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- U.S. Environmental Protection Agency (EPA) Water Program “My Waters” data layers;
- Google Earth Pro historic aerial imagery (1994-2023);
- U.S. Department of Agriculture Natural Resource Conservation Service Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory;

- Habitat Conservation Plan for the Stephen's Kangaroo Rat in Western Riverside County California (Stephen's Kangaroo Rat Habitat Conservation Plan);
- Western Riverside County Regional Conservation Authority MSHCP Information Map; and
- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the Project site. The California Natural Diversity Database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the Project site.

#### Field Investigation

Following the literature review, an ELMT biologist inventoried and evaluated the condition of the habitat within the Project site on June 19, 2023. Plant communities identified on aerial photographs during the literature review were verified by walking meandering transects through the plant communities and along boundaries between plant communities. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field survey.

All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Plant species observed during the field survey were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during the field survey and identified in the laboratory using taxonomical guides. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

#### Soil Series Assessment

On-site and adjoining soils were researched prior to the field survey using the U.S. Department of Agriculture Natural Resource Conservation Service Soil Survey for Western Riverside Area, California. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Project site has undergone.

#### Plant Communities

Plant communities were mapped using 7.5-minute U.S. Geological Survey topographic base maps and aerial photography. The plant communities were delineated on an aerial photograph, classified in accordance with those described in the MSHCP, and then digitized into Geographic Information System Arcview. The Arcview application was used to compute the area of each plant community in acres.

### Plants

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides. Taxonomic nomenclature used in this study follows the 2012 Jepson Manual. In this document, scientific names are provided immediately following common names of plant species (first reference only).

### Wildlife

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey included The Sibley Field Guide to the Birds of Western North America, A Field Guide to Western Reptiles and Amphibians, and A Field Guide to Mammals of North America. Although common names of wildlife species are fairly well standardized, scientific names are provided immediately following common names in this document (first reference only).

### Jurisdictional Drainages and Wetlands

Aerial photography was reviewed prior to conducting a field investigation in order to locate and inspect any potential natural drainage features, ponded areas, or water bodies that may fall under the jurisdiction of the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or CDFW. In general, surface drainage features indicated as blue-line streams on U.S. Geological Survey maps that are observed or expected to exhibit evidence of flow are considered potential riparian/riverine habitat and are also subject to state and federal regulatory jurisdiction. In addition, ELMT reviewed jurisdictional waters information through examining historical aerial photographs to gain an understanding of the impact of land-use on natural drainage patterns in the area. The USFWS National Wetland Inventory and EPA Water Program "My Waters" data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented on or within the vicinity of the Project site.

a) The Project site is located in a primarily developed portion of the City of Perris. The site is bounded to the north by Placentia Avenue with residential developments beyond; to the east and south by residential development; and to the west by North Perris Boulevard with commercial development and undeveloped, vacant land beyond. The site itself supports undeveloped, vacant land and portions of Perris Boulevard and Placentia Avenue. Historically, land uses within and surrounding the project site supported large-scale agricultural operations, some of which persist in a limited capacity. According to historic aerial photographs, the site supported some development related to adjacent agricultural operations until at least 1985, with the site remaining in its current state since at least 1997.

**Vegetation.** Due to historic and existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the Project site. The site supports one (1) plant community: non-native grassland; in addition, the site supports two (2)

land cover types that would be classified as disturbed and developed. No native plant communities will be impacted from implementation of the proposed Project.

A non-native grassland plant community is supported throughout the site, consolidated mainly to site boundaries that are impacted by routine weed abatement activities. This plant community is dominated by non-native grasses such as slim oat (*Avena barbata*) and soft chess (*Bromus hordeaceus*) and supports primarily non-native weedy/early successional species. Common plant species observed in the non-native grassland supported on-site include Spanish lotus (*Acmispon americanus*), nettleleaf goosefoot (*Chenopodium murale*), dove weed (*Croton setiger*), cryptantha species (*Cryptantha* sp.), flax-leaved horseweed (*Erigeron bonariensis*), mustard (*Hirschfeldia incana*), prickly lettuce (*Lactuca serriola*), cheeseweed (*Malva parviflora*), stinknet (*Oncosiphon pilulifer*), prostrate knotweed (*Polygonum aviculare*), Russian thistle (*Salsola tragus*), Mediterranean grass (*Schismus barbatus*), and puncture vine (*Tribulis terrestris*).

Disturbed land is present throughout the site and supports the same species observed in the non-native grassland plant community but lacks regular dominance of any single group of species. Developed land is present along the northern and western boundaries of the site where site boundaries overlap with existing portions of Placentia Avenue and Perris Boulevard. Developed areas support non-native ornamental landscaping and are maintained to be free of incidental species.

**Wildlife.** Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed or are expected to occur within the Project site. The discussion is to be used as a general reference and is limited by the season, time of day, and weather conditions in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

#### Fish

The MSHCP does not identify any covered or special-status fish species as potentially occurring within the Project site. Further, no fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the site. Therefore, no fish are expected to occur and are presumed to be absent.

#### Amphibians

The MSHCP does not identify any covered or special-status amphibian species as potentially occurring within the Project site. Further, no amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the site. Therefore, no amphibians are expected to occur.

#### Reptiles

The MSHCP does not identify any covered or special-status reptilian species as potentially occurring within the Project site. The site provides a limited amount of habitat for reptile species adapted to a high degree of human disturbance associated with the on-site weed

abatement activities and development. The only reptilian species observed on site was Great Basin fence lizard (*Sceloporus occidentalis longipes*). Additional common reptilian species that could be expected to occur on-site include common side-blotched lizard (*Uta stansburiana elegans*). Due to the high level of anthropogenic disturbances and surrounding development, no special-status reptilian species are expected to occur within Project site.

### Birds

The Project site provides moderate foraging habitat for bird species adapted to a high degree of human disturbance. Bird species detected during the field survey include Anna's hummingbird (*Calypte anna*), common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), Eurasian collared dove (*Streptopelia decaocto*), and mourning dove (*Zenaida macroura*).

### Mammals

The MSHCP does not identify any covered or special-status mammalian species as potentially occurring within the Project site. Mammalian species detected include coyote (*Canis latrans*), pocket gopher (*Thomomys bottae*), and domestic cat (*Felis catus*). Other common mammalian species that could be expected to occur include possum (*Didelphis virginiana*) and raccoon (*Procyon lotor*). No bat species are expected to occur due to a lack of suitable roosting habitat (i.e., trees, crevices).

### Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season (i.e., generally February 1st - August 31st although the nesting season may be extended due to weather and drought conditions). Although subjected to routine disturbance, the plant communities and land cover types supported on-site, including ornamental vegetation along Perris Boulevard, have the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments.

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs during the nesting season, a pre-construction clearance survey for nesting birds would be conducted prior to the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. See Mitigation Measure BIO-1.

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

possible, during the nesting season of potentially occurring native and migratory bird species.

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

1. The Project proponent shall retain a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nests, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests. The survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located within the survey area, then the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest(s) based on their best professional judgement and experience. The Designated Biologist shall monitor the nest(s) at the onset of Project activities and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting

effort is finished (i.e., the juveniles are surviving independent from the nest). The Designated Biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

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

### **Special-Status Biological Resources**

The California Natural Diversity Database was queried for reported locations of special-status plant and wildlife species as well as natural communities of special concern within the Perris U.S. Geological Survey 7.5-minute quadrangle. A search of published records within this quadrangle was conducted using the California Natural Diversity Database Rarefind 5 online software and the CDFW Biogeographic Information and Observation System database and the California Native Plant Society Inventory of Rare and Endangered Plants of California that supplied information regarding the distribution and habitats of vascular plants in the vicinity of the project site. The habitat assessment evaluated the conditions of the habitat(s) within the boundaries of the Project site to determine if the existing plant communities, at the time of the survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species.

The literature search identified 15 special-status plant species and 75 special-status wildlife species within the Perris quadrangle. No special-status habitats were identified as having the potential to occur. Special-status plant and wildlife species were evaluated for their potential to occur within the Project site based on habitat requirements, availability and quality of suitable habitat, and known distributions.

#### *Special-Status Plants*

According to the California Natural Diversity Database and the California Native Plant Society, 15 special-status plant species have been recorded within the Perris quadrangle. No special-status plants were observed within the Project site during the field investigation. The Project site is heavily disturbed and no longer supports native plant communities that have the potential to provide suitable habitat for special-status plant species. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the Project site does not have the potential to support any of the special-status plant species known to occur in the vicinity and all are presumed to be absent.

#### *Special-Status Wildlife*

According to the California Natural Diversity Database, 75 special-status wildlife species have been reported within the Perris quadrangle. No special-status wildlife species were observed on-site during the field investigation. Based on habitat requirements for specific species and the



availability and quality of on-site habitats, it was determined that the Project site has a moderate potential to support Costa's hummingbird (*Calypste costae*); and a low potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and California horned lark (*Eremophila alpestris actia*).

None of the aforementioned species are federally or state listed as endangered or threatened. Of the aforementioned species, only Costa's hummingbird and California horned lark might be expected to nest on-site. Cooper's hawk is not expected to nest on-site due to the lack of suitable nesting opportunities and sharp-shinned hawk is not expected to nest on-site due to the site occurring outside of the geographic breeding range of this species.

To ensure that potential impacts to special-status avian species do not occur from implementation of the proposed Project, a pre-construction nesting bird survey shall be conducted prior to ground disturbance as discussed above. With implementation of the pre-construction nesting bird survey required by Mitigation Measure BIO-1, potential impacts to special-status avian species would be less than significant.

*Burrowing Owl.* The burrowing owl is currently listed as a California Species of Special Concern. It is a grassland specialist distributed throughout western North America where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. Burrowing owls use a wide variety of arid and semi-arid environments with well-drained, level to gently-sloping areas characterized by sparse vegetation and bare ground. Burrowing owls are dependent upon the presence of burrowing mammals (such as ground squirrels) whose burrows are used for roosting and nesting. The presence or absence of colonial mammal burrows is often a major factor that limits the presence or absence of burrowing owls. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drainpipes, stand-pipes, and dry culverts. Burrowing mammals may burrow beneath rocks and debris or large, heavy objects such as abandoned cars, concrete blocks, or concrete pads. They also require open vegetation allowing line-of-sight observation of the surrounding habitat to forage as well as watch for predators.

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

**Mitigation Measure BIO-2.** The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are

observed during the nesting bird survey (Mitigation Measure BIO-1), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

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

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

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

**Critical Habitat.** Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species.

Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the USFWS regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a Clean Water Act Permit from the U.S. Army Corps of Engineers). If there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The Project site is not located with federally designated Critical Habitat. The closest designated Critical Habitat is located approximately 2.9 miles to the southeast of the site for spreading navarretia (*Navarretia fossalis*) along the San Jacinto River. Therefore, the loss or adverse modification of Critical Habitat would not occur as a result of the proposed Project and consultation with the USFWS would not be required for implementation of the proposed Project.

**Stephen's Kangaroo Rat Habitat Conservation Plan.** Separate from the consistency review with the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency for the Long-Term Stephen's Kangaroo Rat Habitat Conservation Plan and was approved by the USFWS and CDFW in August 1990. Relevant terms of the Stephen's Kangaroo Rat Habitat Conservation Plan have been incorporated into the MSHCP and its Implementation Agreement. The Stephen's Kangaroo Rat Habitat Conservation Plan will continue to be implemented as a separate habitat conservation plan; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the Stephen's Kangaroo Rat Habitat Conservation Plan are managed as part of the MSHCP Conservation Area consistent with the Stephen's Kangaroo Rat Habitat Conservation Plan. Actions shall not be taken as part of the implementation of the Stephen's Kangaroo Rat Habitat Conservation Plan that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

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

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

d) Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project site has not been identified as occurring in a wildlife corridor or linkage. The proposed Project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed Project is not expected to impact wildlife movement opportunities. Therefore, **no impact** to wildlife corridors or linkages is not expected to occur.

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

f) The Project site is located within the Mead Valley Area Plan of the MSHCP but is not located within any Criteria Cells or MSHCP Conservation Areas (refer to Exhibit 7, *MSHCP Criteria Area*, in Attachment A). Further, the Project site is not located within any designated species survey areas as depicted in Figures 6-4 within Section 6.3.2 of the MSHCP.

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

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;

- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

#### Riparian/Riverine Areas

As identified in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*, riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. If impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed to address the replacement of lost functions of habitats in regard to the listed species. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the Clean Water Act and the California Fish and Game Code.

No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the Project site during the field investigation. Development of the proposed Project would not result in impacts to riparian/riverine habitats and a DBESP would not be required for the loss of riparian/riverine habitat from development of the proposed Project. Therefore, the Project would be consistent with Section 6.1.2 of the MSHCP.

#### Vernal Pools and Fairy Shrimp Habitat

One of the factors for determining the suitability of the habitat for fairy shrimp would be demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all 3 parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should be considered the length of time the areas exhibit upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of

Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (duripan) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures. Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

The MSHCP lists two general classes of soils known to be associated with listed and special-status plant species; clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with listed and special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Without the appropriate soils to create the impermeable restrictive layer, none of the special-status plant or wildlife species associated with vernal pools can occur within the Project site. None of these soils have been documented within the Project site.

A review of recent and historic aerial photographs (1994-2023) of the Project site did not provide visual evidence of an astatic or vernal pool conditions within the Project site. No ponding was observed, further supporting the fact that the drainage patterns currently occurring on the Project site do not follow hydrologic regimes needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site. Therefore, the Project would be consistent with Section 6.1.2 of the MSHCP.

#### Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, *Protection of Narrow Endemic Plant Species*, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the Western Riverside County Regional Conservation Authority MSHCP Information Map query and review of the MSHCP, it was determined that the Project site is not located within the designated survey area for Narrow Endemic Plant Species. Through the field investigation, it was determined that the Project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the Project would be consistent with Section 6.1.3 of the MSHCP. No additional surveys or analysis is required.

#### Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the Western Riverside County Regional Conservation Authority MSHCP Information Map and review of the MSHCP determined that the Project site is not located

within any designated survey areas and no further surveys related for Section 6.3.2 species are required.

Urban/Wildlands Interface Guidelines

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The material presented herein is based on the *Cultural Resources Investigation in Support of the Perris Market Place Project, City of Perris, Riverside County, California*, prepared by PaleoWest, October 2023 (Appendix B).

The cultural resource investigation of the Project area included background research, communication with the Native American Heritage Commission (NAHC) and interested Native American tribal groups, and a pedestrian survey of the Project area. The purpose of the

investigation was to determine the potential for the Project to impact archaeological and historical resources under CEQA.

On August 14, 2023, a literature review and records search were conducted at the Eastern Information Center of the California Historical Resource Information System, housed at the University of California, Riverside. This inventory effort included the Project area and a one mile radius around the Project area, collectively termed the Project study area. The objective of this records search was to identify prehistoric or historical cultural resources that have been previously recorded within the study area during prior cultural resource investigations.

As part of the cultural resources inventory, PaleoWest staff also examined historical maps and aerial images to characterize the developmental history of the Project area and surrounding area. The records search results show that 37 previous investigations have been conducted and documented within the Project study area since 1979. Four studies encompass or intersect the Project area. Thus, it appears that the Project area in its entirety has been previously inventoried for cultural resources. Eight historic-era cultural resources have been previously documented within the Project study area. These resources include one archaeological site and seven built-environment resources. No prehistoric resources have been documented within one mile of the Project area. None of the previously documented historic-era resources are within the Project area.

Additional sources consulted during the cultural resource literature and data review include the National Register of Historic Places, the Office of Historic Preservation Archaeological Determinations of Eligibility, and the Office of Historic Preservation Built Environment Resources Directory. There are no listed cultural resources recorded within the Project area or within one mile of the Project area.

PaleoWest conducted a pedestrian survey of the proposed Project area on September 22, 2023. No archaeological or built-environment resources were identified during the survey. However, an examination of topographic and historical aerial maps indicates that the Project site was developed by the early 1940s and contained nine buildings and a track or riding ring. These buildings and structures appeared to have been demolished by 1997 and the area was subsequently graded. No cultural resources were identified in the Project area during the survey.

a) An examination of topographic and historical aerial maps indicates that the Project site was developed by the early 1940s and contained nine buildings and a track or riding ring. These buildings and structures appeared to have been demolished by 1997 and the area was subsequently graded. No historic or built-environment resources were identified during the survey of the Project area. Although no evidence of the former development is present on the surface of the Project site, ground-disturbing activities have the potential to impact unknown buried archaeological resources within the Project area. With implementation of Mitigation Measure CUL-1, this potential impact would be **less than significant with mitigation incorporated**.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

b) As part of the cultural resource investigation of the Project area PaleoWest contacted the Native American Heritage Commission (NAHC) on August 18, 2023, for a review of the Sacred Lands File. The objective of the Sacred Lands File search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on October 3, 2023, stating the results were positive and provided a list of Native American Tribes to contact. In anticipation of the results, 21 individuals representing 14 Native American groups were contacted requesting information regarding Native American cultural resource issues related to the proposed Project. PaleoWest sent outreach letters to tribal contacts on August 25, 2023. Individuals contacted were selected based on previous NAHC contact lists for a recent project within the same region and were identical to the list provided by the NAHC. These letters were followed up by phone calls to individuals who had not responded on October 3, 2023.

To date, the following six responses have been received as a result of the Native American outreach efforts conducted for the Project (Appendix A of Appendix B).

- The Agua Caliente Band of Cahuilla Indians sent an email requesting the following documentation related to the Project:
  - A cultural resources inventory of the project area by a qualified archaeologist prior to any development activities in this area.
  - A copy of the records search with associated survey reports and site records from the information center.
  - Copies of any cultural resource documentation (report and site records) generated in connection with this project.
- The EPA Department of Los Coyotes Band of Cahuilla and Cupeño Indians responded via phone on October 3, 2023, stating they have reviewed the outreach letter, and they have no further comments.
- The Pechanga Band of Indians sent an email requesting the following documentation related to the Project:

- Notification once the Project begins the entitlement process, if it has not already;
- Copies of all applicable archaeological reports, site records, proposed grading plans and environmental documents (EA/IS/MND/EIR, etc);
- Government-to-government consultation with the Lead Agency; and
- The Tribe believes that monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribal Monitor may be required during earthmoving activities. Therefore, the Tribe reserves its right to make additional comments and recommendations once the environmental documents have been received and fully reviewed.
- In the event that subsurface cultural resources are identified, the Tribe requests consultation with the Project proponent and Lead Agency regarding the treatment and disposition of all artifacts.
- Rincon Band of Luiseño Indians sent an email stating that the Project is within the Traditional Use Area of the Luiseño people and within the Tribe's specific Area of Historic Interest and as such, the Rincon Band is traditionally and culturally affiliated to the project area. The Tribe, however, does not have cultural resource information to share, and requested a final copy of the report.
- The Soboba Band of Luiseño Indians responded via phone on October 3, 2023, stating that the entire area of Perris has numerous village sites that have been identified and the Tribe has significant information to share regarding the area. The Soboba are more than willing to disclose the significant information they have to the agency during consultation.
- Torres-Martinez Desert Cahuilla Indians responded via phone on October 3, 2023, stating that the Tribe does not have any comments or concerns for the City of Perris.

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

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

California State Health and Safety Code §7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code (PRC) § 5097.98. If the County Coroner

determines that the remains are Native American, the NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. These requirements are reflected in Mitigation Measure CUL-2. With implementation of Mitigation Measure CUL-2, this potential impact would be **less than significant with mitigation incorporated**.

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

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. ENERGY – would the project:</b>				
a) Result in potentially significant adverse impact due to wasteful, inefficient, consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) During construction, the Project would temporarily consume energy for the operation of construction equipment and vehicles. Standard methods of earth moving, excavations, building construction, and paving are planned. The proposed construction activities do not include methods of construction which would result in inefficient or unnecessary use of energy resources. For operational energy use, the project would be required to meet CCR Title 24 building energy and California Green Building (CALGreen) Code standards. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in greenhouse gas (GHG) emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2022 Title 24 standards went into effect on January 1, 2023. The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

CALGreen (CCR Title 24, Part 11) is a code with mandatory requirements for all residential and nonresidential buildings (including industrial and commercial buildings) for which no other state agency has authority to adopt green building standards. The current 2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings went into effect on January 1, 2023. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the

Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction. CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more.

Table 1 below shows estimated gasoline demand for construction workers. Table 2 shows diesel fuel demand for construction equipment. All fuel calculations are based on the total Carbon Dioxide Equivalent (CO<sub>2</sub>e) value calculated for each construction phase and vehicle miles traveled (VMT) using the California Emission Estimator Model (CalEEMod) version 2022.1. Data are reported in annual metric tons of CO<sub>2</sub>e for the duration of each construction phase. Metric tons are converted to kilogram CO<sub>2</sub>e and then divided by a conversion factor used by the U.S. Environmental Protection Agency to estimate gallons of gasoline consumed based on carbon emissions. For the purpose of determining fuel demand, it was assumed that all worker vehicles would be gasoline fueled and all construction equipment would diesel-fueled.

**Table 1**  
**Estimated Construction Worker Gasoline Demand**

	CO <sub>2</sub> E MT	Kg CO <sub>2</sub> e	Gallons
Demolition – 2025	1.9	1,900	214
Site Preparation – 2025	1.06	1,060	120
Grading – 2025	1.81	1,810	204
Building Construction – 2026	43.7	43,700	4,927
Building Construction – 2026	54.3	54,300	6,122
Architectural Coating - 2026	1.72	1,720	194
Paving - 2026	1.77	1,770	200
<b>Total</b>	<b>106.26</b>	<b>106,366</b>	<b>11,981</b>

**Table 2**  
**Estimated Construction Equipment Diesel Demand**

	CO <sub>2</sub> E MT	Kg CO <sub>2</sub> e	Gallons
Demolition – 2025	32.7	32,700	3,212
Site Preparation – 2025	24.1	24,100	2,367
Grading – 2025	26.9	26,900	2,642
Building Construction - 2025	111	111,000	10,903
Building Construction - 2026	140	140,000	13,752
Architectural Coating – 2026	2.73	2,730	268
Paving - 2026	13.8	13,800	1,356
<b>Total</b>	<b>351.23</b>	<b>351,230</b>	<b>34,500</b>

During operation, the project would generate demand for approximately 2,687,021 kilowatt hours (kWh) of electricity and 2,018,831 British Thermal Units (BTU) of natural gas annually. The annual gasoline demand generated by passenger vehicles visiting the site would be approximately 1,434,498 gallons.

Compliance with state Title 24 and CALGreen standards would ensure that the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. No further Project-specific mitigation measures would be required. Implementation of the Project would

not result in wasteful, inefficient, or unnecessary consumption of energy resource that may have a significant impact on the environment. Impacts would be **less than significant** and no mitigation would be required.

b) Several levels of government have implemented regulatory programs in response to reducing GHG emissions, which consequently serve to increase energy efficiency statewide. Multiple state agencies, including CARB, the California Energy Commission, the California Public Utilities Commission, CalRecycle, the California Department of Transportation (Caltrans), and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the measures are generally beyond the ability of any future development to implement and are implemented by utility providers or manufacturers.

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**VII. GEOLOGY AND SOILS** –would the project:

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS</b> –would the project:				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Information provided in this section was obtained in part from the *Preliminary Geotechnical Interpretive Report, Proposed Vallarta Supermarkets, Assessor’s Parcel Number 300-260-001, Located South of Placentia Avenue and East of Perris Boulevard, City of Perris, Riverside County, California*, prepared by Earth Strata Geotechnical Services, Inc. (May 21, 2024) and included as Appendix C. The *Paleontological Resource Assessment for the Perris Marketplace Project, City of Perris, Riverside County, California*, prepared by Chronicle Heritage (October 6, 2023) is provided as Appendix D.

The purpose of the Preliminary Geotechnical Interpretive Report was to evaluate the nature, distribution, engineering properties, and geologic strata underlying the site with respect to the proposed development, and then provide preliminary grading and foundation design recommendations based on the proposed building plans.

a (i-ii) The City of Perris, like the rest of southern California, is located within a seismically active region near the active margin between the North American and Pacific tectonic plates. The geologic structure of the entire southern California area is dominated by northwest-trending faults associated with the San Andreas Fault system, which accommodates for most of the right lateral movement associated with the relative motion between the Pacific and North American tectonic plates. Known active faults within this system include the Newport-Inglewood, Whittier-Elsinore, San Jacinto and San Andreas Faults.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties where these zones occur must inform the public regarding the location of these zones. Proposed development plans within earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture.

No active faults are known to project through the Project site and the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. An active fault is defined by the State of California as having surface displacement within the past 11,000 years or during the Holocene geologic time period. Therefore, **no impact** associated with development within an Alquist-Priolo fault zone would occur at the Project site

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

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

a (iii) Liquefaction typically occurs within the upper 30 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures. The potential for liquefaction and associated adverse effects within the site is considered low, based on the medium dense to very dense very old alluvial-fan deposits which

underlie the site at shallow depths, the cementation of the material and anticipated removal of near-surface potentially compressible soils during site grading activities. Further, the Project site is identified in the City of Perris General Plan Safety Element to be an area of “low generalized liquefaction susceptibility” (City of Perris 2005). Thus, potential impacts related to exposing people or structures to seismic-related ground failure, including liquefaction, would be **less than significant**.

a (iv) The Project site and surrounding area are relatively flat and no slopes are located within or around the Project site. According to the City of Perris General Plan Safety Element, the Project site is not located within an area with high susceptibility to seismically induced landslides and rockfalls (City of Perris 2005). Thus, **no impact** related to landslides as a result of the proposed Project is anticipated.

b) As noted, the Project site and surrounding area is relatively flat; however, earthwork would be required to create the building pads and parking areas. There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. Compliance with South Coast AQMD Rule 403 (Fugitive Dust) would include implementation of soil stabilization measures, such as daily watering. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the Project would be subject to a State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. The General Construction Permit would include implementation of the City’s standard erosion control practices, such as silt fencing, fiber rolls, and sandbags. Further, the California Building Code requires an erosion control plan prior to issuance of a grading permit as a means to minimize soil erosion to the extent practicable during both construction and operational phases. For additional information, see Section X, *Hydrology and Water Quality*.

With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) prepared for the Project, potential soil erosion hazard impacts would be **less than significant**.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. As stated in the *Preliminary Geotechnical Interpretive Report* referenced above, research showed no features generally associated with subsidence directly on the Project site. Based on the composition of the underlying very old alluvial-fan deposits, and lack of onsite faulting and adjacent hillside terrain, the potential for this subsidence is considered very low. Potential site-specific impacts related to subsidence would be **less than significant**.

e) The proposed Project would connect to the existing sewer line located along Perris Boulevard or Placentia Avenue. No septic systems would be installed. **No impact** would occur under this threshold.

f) The City of Perris General Plan Conservation Element (City of Perris, 2005) divides the City into five areas based on their paleontological potential. The Project site is located within Paleontological Sensitivity Area #1, which contains mapped geological units that have been assigned a “high sensitivity,” including the older valley alluvial deposits (City of Perris, 2005). Conservation Element Policy IV.A requires that the City of Perris comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources within the City. The three implementation measures for Policy IV.A require that all new construction involving grading require appropriate surveys and necessary site investigations in conjunction with the earliest environmental documents prepared for a project, that in specifically delineated areas shown on the City’s paleontological sensitivity map that levels of paleontological monitoring will be required, from full-time monitoring to part-time monitoring in some less-sensitive areas. Finally, the General Plan requires that the City of Perris identify and collect previous surveys of cultural resources, evaluate each resource, and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.

A Paleontological Resource Assessment (Chronicle Heritage, October 6, 2023, Appendix E) was prepared for the Project site to determine the potential effect on paleontological resources associated with implementation of the proposed Project. As stated, the Project site is within Paleontological Sensitivity Area 1, which contains mapped geological units that have been assigned a “high sensitivity,” including the older valley alluvial deposits. As stated in the Paleontological Resource Assessment, the Project area is entirely underlain by Very old alluvial fan deposits (Qvof) of well-indurated reddish-brown sand from alluvial fans of the early Pleistocene Epoch. Elsewhere in the region, Pleistocene deposits have produced remains of a diverse terrestrial fauna, including ground sloth, deer, mammoth, camel, horse, bison, badger, mole, rabbit, gray fox, coyote, snake.

The paleontological record search conducted at the Western Science Center in Hemet, California, did not produce any fossil localities from within the Project site or a one mile radius. Searches of online databases and other literature produced one fossil locality within three miles.

A field survey of the Project site was conducted on August 3, 2023. The purpose of the field survey was to visually inspect the ground surface for exposed fossils and to evaluate geologic exposures for their potential to contain preserved fossil material at the subsurface. Approximately 50 percent of the central Project site was overgrown by grasses and shrubs. The ground surface along the boundary of the Project site was recently mowed and tilled, which turned up and exposed the soil and underlying sediment. The Project site was inspected by walking 2-meter transects with additional focus paid to areas of exposed sediment. Sediment was a massive, medium brown clay to silt with abundant subangular pebbles. No paleontological resources were observed during the field survey.

However, based on the literature review and museum records search results, and in accordance with the Society of Vertebrate Paleontology sensitivity scale, the Quaternary Very old alluvial fan deposits (Qvof) in the Project site have high paleontological sensitivity because similar deposits have yielded

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

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

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**VIII. GREENHOUSE GAS EMISSIONS --** Would the project:

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?        | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) Global climate change is not confined to a particular project area. A typical project does not generate enough greenhouse gas (GHG) emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. GHG emissions are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Implementation of the Project would generate GHG emissions during both construction and operation. During construction, sources of GHG emissions include construction equipment and workers' commutes to and from the site. During operation, 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. This is a **potentially significant impact**. Therefore, this issue will be further analyzed in an EIR.

b) 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. This will occur primarily through the implementation of Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), Executive Order S-3-05 (2005), Executive Order B-30-15 (2015), and SB 32 (2016), which address GHG emissions on a statewide, cumulative basis. The Project would result in an increase in GHG emissions. This is a **potentially significant impact**. Therefore, an EIR will further evaluate the level of GHG emissions produced by the Project and evaluate its consistency with the applicable plans and policies.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:**

risk of loss, injury, or death involving  
wildland fires?

Information within this section was in part, obtained from the *Phase I Environmental Site Assessment* prepared by Chubb Global Risk Advisors (November 2, 2022) and included as Appendix E.

a-b) The proposed Project would be comprised of a grocery store, retail buildings, a convenience store with fueling station and four fast-food restaurant buildings. Construction would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site via service trucks. Materials hazardous to humans, wildlife, and sensitive environments would be present during construction of the proposed Project. These materials include fuels, equipment fluids, cleaning solutions and solvents, and lubricants.

Direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials would be minimized by using a fuel/lubricant vendor and absorptive pads and related materials to absorb fluids during fueling activities. This would avoid the need to store hazardous chemicals on-site. State, and local regulations, including those implemented by the California Division of Occupational Safety and Health, Riverside County Department of Public Health and Riverside County Fire Department programs address the regulation and remediation of hazardous materials and hazardous wastes in the County. Methods would be implemented to avoid accidental spills and/or minimize any impact should accidental spills occur. Compliance with requirements that provide safety and control measures for those materials handled on-site, would avoid potentially significant hazards to the public or the environment during construction.

Operation of the proposed Project would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage or transport of other hazardous materials; however, the precise materials are not known, as the tenants of the proposed retail buildings are not yet defined. Manufacturing and other chemical processing would not occur on-site.

The proposed convenience store and fueling station would require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Individual liquid propane canisters may be available; and thus, stored on-site. Common



cleaning chemicals would also be used on-site similar to those used in other businesses. The fueling center would be designed and operated consistent with state and federal regulations pertaining to the underground storage and dispensation of flammable materials that include the following:

- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable
- California Mechanical Code;
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association Code Section 30a.

An increase in the transport of hazardous materials would be limited to areas along selected major transportation corridors, where commercial uses and industrial uses are concentrated. One designated hazardous materials transportation route, Interstate 215, passes through the City of Perris west of the Project site. It is presumed trucks transporting hazardous materials to/from the Project site would use I-215, Placentia Avenue and Perris Boulevard as the primary route of travel. The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation (Caltrans). These agencies also govern permitting for hazardous materials transportation. Haulers would be required to comply with regulations and permitting requirements associated with transporting hazardous materials. Compliance with applicable regulations and procedures would reduce potential impacts associated with the transport of hazardous materials to a less than significant level.

With adherence to all applicable regulations pertaining to the construction and operation of a fueling station containing below ground fuel storage tanks, the Project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site.

With respect to storing hazardous materials, the Department of Toxic Substances Control regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the federal Resource Conservation and Recovery Act and the California Hazardous Waste Control law (Title 22 CFR Chapter 6.5). Both laws impose regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies, including the Riverside County Fire Department. Any hazardous materials stored on-site would be required to comply with regulations referenced above. This would minimize any adverse impacts associated with

the storage of hazardous materials on the project site. Impacts would be **less than significant** under this threshold.

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

d) Based on the regulatory agency records search conducted as part of the Phase I Environmental Site Assessment prepared by Chubb Global Risk Advisors (November 2, 2022) and included as Appendix E, the Project site is not on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. **No impact** would occur under this threshold.

e) The Project site is located approximately 1.3 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area (AIA) boundary Zone C1: Primary Approach/Departure Zone (per Map MA-1) in the MARB/IPA Airport Land Use Compatibility Plan (November 13, 2014). The site is also located within the area subject to the Final Air Installations Compatible Use Zone (AICUZ) Study for March Air Reserve Base. Prohibited uses within the C1 include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, buildings with more than three aboveground habitable floors, noise-sensitive outdoor non-residential uses, critical community infrastructure facilities, and those that are hazards to flight and include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The proposed Project does not contain any uses prohibited by the MARB/IPA ALUCP.

Perris Valley Airport is located approximately 5 miles south of the Project site. However, the project site is not located within the area subject to the ALUCP for Perris Valley Airport (Riverside County Airport Land Use Commission 2011).

According to Exhibit MA-5 in the Background Data: March Air Reserve Base/Inland Port Airport and Environs, the Project site is outside the FAR Part 77 Military Outer Horizontal Surface Limits. The Project site is not located beyond the 60 dBA CNEL noise contour shown in Figure 4-2 of the MARB AICUZ (2018). Therefore, noise associated with aircraft operations would not expose people working in the Project area to excessive noise levels.

Potential impacts would be **less than significant** under this threshold.

f) The City of Perris participates in the Riverside County Multiagency Multi-Hazard Functional Plan, which outlines requirements for emergency access and standards for emergency responses. Access to the Project site would be via Perris Boulevard and Placentia Avenue. Project related traffic would not cause a significant increase in traffic operations to the extent that congestion would occur. During construction of the Project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such

delays would be brief and infrequent. Moreover, as required in the City’s Municipal Code Section 10.12.100, no street shall be closed or partially obstructed, or detours established, without approval of the City’s traffic engineer. As a result, potential impacts would be **less than significant** under this threshold.

g) According to the City of Perris General Plan Safety Element, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface, which is considered an area within the high and very high fire hazard severity zone as defined by the California Department of Forestry and Fire Protection (CalFire). The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone (City of Perris 2022). Therefore, the proposed Project would not expose people or structures to wildland fires. **No impact** would occur under this threshold.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**IX. HYDROLOGY AND WATER QUALITY – Would the project:**

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 surveys, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:</b>				
amount of surface water runoff which would result in flooding on- or off-site?				
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Otherwise impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Information presented in this section is derived in part from the *Preliminary Water Quality Management Plan, Santa Ana Region of Riverside County, Perris Vallarta*, prepared by Ventura Inland Engineering, Inc., August 2023 (Appendix E).

a, c) The Santa Ana Regional Water Quality Control Board sets water quality standards for all ground and surface waters within the Project’s region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those water quality objectives. The proposed Project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the Project site, discharges into the Perris Valley Storm Channel, which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore.

Activities associated with the construction of the proposed Project would include construction activities, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. Potential water quality impacts associated with the proposed Project would be generally limited to short-

term construction-related erosion and sedimentation. During operation, the discharge of minor amounts of fuels or other pollutants associated with automobiles into storm drains during rain events may occur. The Project would include installation of underground storage tanks and on-site storm drains in compliance with City design standards. Furthermore, the Project applicant has submitted a Preliminary Water Quality Management Plan to illustrate how low impact development Best Management Practices (BMPs) have been incorporated into Project construction and design. The Preliminary Water Quality Management Plan incorporates BMPs in accordance with the California Low Intensity Design BMP Design Handbook and the City's BMP Design Manual to control erosion and protect the quality of surface water runoff.

As required under the National Pollutant Discharge Elimination System (NPDES), a Stormwater Pollution Prevention Plan (SWPPP) would be created specifically for construction of the proposed Project. The SWPPP would address erosion control measures that would be implemented to avoid or minimize erosion impacts to exposed soil associated with construction activities. The SWPPP would include a program of BMPs to provide erosion and sediment control and reduce potential impacts to water quality that may result from construction activities. BMPs would include providing gravel bags and silt fences where applicable. Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit and on-site drainage facilities, the Project is not expected to violate any water quality standards or waste discharge requirements during construction.

Development of the proposed Project would add impervious surfaces to the site through rooftops, parking, loading areas, and drive aisles. By providing impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then assimilate into surface runoff during rainfall events. The Project would be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County, of which the City of Perris is a co-permittee.

As stated, the proposed Project incorporates site design, source controls and treatment control BMPs to address storm water runoff as stipulated in the Preliminary Water Quality Management Plan. As designed, stormwater would enter one of two underground infiltration tanks and then percolate down through the bioretention media. Thus, through the BMPs combined with compliance with existing regulations such as the implementation of the Water Quality Management Plan, the proposed Project would not violate water quality standards or waste discharge requirements. Therefore, potential impacts would be **less than significant** under this threshold.

b) The project site is located within the Eastern Municipal Water District (EMWD) service area. The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin. The areas are the West San Jacinto Groundwater Basin Management Plan area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water.

These plants provide a source of potable water, protect potable sources of groundwater and support the EMWD's groundwater salinity management program.

Natural recharge to the San Jacinto groundwater basin is primarily from percolation of flows into the San Jacinto River and its tributary streams, with percolation of water stored in Lake Perris as an additional source of recharge. While the majority of the Project site would become impermeable after development, Project design features and BMPs such as the use of impervious or semi-pervious materials and the use of landscaping would facilitate some groundwater recharge and percolation. In addition, due to the proposed Project's small size in relationship to the total size of the San Jacinto Groundwater Basin (approximately 188,000 acres) and implementation of BMPs to be identified in the Project's Water Quality Management Plan, there would not be a substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the Project would rely on domestic water supply, would not require new sources of groundwater sources, and would not substantially deplete groundwater supplies. Therefore, potential impacts would be **less than significant** under this threshold.

c) There are no streams or rivers currently mapped within or adjacent to the Project site. Based on review of historic aerials, drainage on the Project site appears to flow from northwest to southeast. With the exception of landscaped areas, the entire Project site would be impervious, with the site design mimicking the existing drainage patterns that convey flows to the west towards North Perris Boulevard. The Project site would be divided into two drainage areas, with each draining to an underground infiltration tank. In the built condition, the western portion of the site, Drainage Area 1, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground infiltration tank. Similarly, the eastern portion of the site, Drainage Area 2, would drain via overland flow and valley gutter to a proposed storm drain inlet and then into an underground infiltration tank.

The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite. Thus, potential impacts would be **less than significant** under this threshold.

d) According to the Safety Element of the City General Plan, the Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. However, the Project site is within the Dam Inundation Area for the Lake Perris Dam (City of Perris 2022). The California Department of Water Resources has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to begin construction in 2022 (City of Perris 2022). Potential impacts related to dam inundation would be **less than significant**.

The Federal Emergency Management Agency (FEMA) Flood Map Service Center information shows the site is located in Flood Zone X; and thus, located outside the 0.2% Annual Flood

Hazard Flood Zone (see FIRM Map No. 06065C143OH, August 18, 2014). Special Flood Hazard Areas are defined as areas that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The chance for on-site flooding is less than 1 percent; thus, the site is not located within a Special Flood Hazard Area. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The Project site is located approximately 34 miles inland from the Pacific Ocean. The nearest water body is Lake Perris Reservoir which is located approximately 2.8 miles northeast of the site. The Project site is not expected to be affected by either a tsunami or seiche. The Project site is generally flat and not located near any slopes that would be subject to a mudflow hazard. A **less than significant impact** would occur under this threshold.

e) This section provides an evaluation of project consistency with the following plans: Water Quality Control Plan for the West San Jacinto Groundwater Sub-basin and Santa Ana River Basin.

#### *West San Jacinto Groundwater Sub-Basin Management Plan*

Implementation of the Project would not have a substantial effect on groundwater recharge within the overlapping Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin. Under the Sustainable Groundwater Management Act passed in 2014 (California Water Code Section 10729[d]), each high and medium priority basin, as identified by the Department of Water Resources, is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP) (DWR 2020a). The San Jacinto Groundwater Basin is a high priority basin (DWR 2019). The Eastern Municipal Water District (EMWD) Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Sub-basin and is responsible for development and implementation of a Groundwater Sustainability Plan. A Groundwater Sustainability Plan was approved in September 2021. The GSP documents basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the Groundwater Sustainability Plan. The Project would not conflict with the plan because new sources of groundwater would not be required to serve the Project.

The Project would be supplied with imported, potable water and recycled water for non-potable water demands and the Project site is not within a groundwater recharge area. Therefore, the Project does not have the potential to conflict or obstruct implementation of a sustainable groundwater management plan and potential impacts would be **less than significant** and no mitigation would be required.

#### *Water Quality Control Plan for the Santa Ana River Basin*

The *Water Quality Control Plan for the Santa Ana River Basin* (February 2016) is intended to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana River watershed. The Basin Plan provides water quality standards for water resources in the Santa Ana River and its watershed and includes an implementation plan to maintain these standards. The standards serve as the basis for the basin’s regulatory programs. Basin Plan implementation occurs primarily through issuance of individual Waste Discharge Requirements; discharge prohibitions; water quality certifications; programs for salt management, non-point sources, and storm water; and monitoring and regulatory enforcement actions, as necessary. As discussed herein, the Project would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the Santa Ana River. All runoff would be treated and conveyed to the Perris Valley Storm Channel. The Project would not conflict with water quality goals provided in the Santa Ana River Basin Plan

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. <u>LAND USE AND PLANNING</u> --</b>				
Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The proposed Project would result in the development of a new commercial shopping center on a 10.55-acre site zoned Commercial Community. All uses would be allowed with approval of a Conditional Use Permit to allow development of the proposed fast-food restaurants with drive-thru windows and the convenience store/fueling station, and compliance with development criteria in Section 19.30.080 and design criteria in Section 19.030.090 of the Perris Municipal Code. The site is vacant and located adjacent to single-family residential neighborhoods to the north, south and east. The site would be accessed via Placentia Avenue and Perris Boulevard. The Project would not physically divide a community or otherwise cause an adverse land use impact. **No impact** would occur under this threshold.

b) The proposed Project site is located within the City of Perris; thus, land use is guided by both the Perris General Plan and Municipal Code. The proposed Project includes a new grocery store, two retail buildings, a convenience store/fueling station and four fast-food restaurants. With approval of a Conditional Use Permit, the proposed uses would be consistent with the



Community Commercial land use designation. Project consistency with the applicable policies from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect is evaluated in Table 3 below. As shown, the Project would be consistent with the policies of the City’s General Plan.

**Table 3  
 General Plan Consistency**

<b>Policy</b>	<b>Consistency Evaluation</b>
<b>Land Use Element</b>	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	The Project applicant would be required to pay applicable development impact fees (DIFs) pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities required to support the project. Thus, the Project would be consistent with Land Use Element Policy II.A.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	The Project applicant would be required to pay school impact fees, as set by the Val Verde Unified School District. Effective July 15, 2024, the fee would be \$0.84 per assessed square foot of constructed commercial space. Therefore, the Project would be consistent with Land Use Element Policy II.B.
Policy III.A: Accommodate diversity in the local economy.	The proposed Project would provide commercial development consistent with the General Plan and zoning designations for the site. Further, the project would generate new local tax revenue from the local economy. Therefore, the proposed Project would be consistent with Land Use Element Policy III.A.
Policy V.A: Restrict development in areas at risk of damage due to disasters.	The proposed Project site is not located within an area of significant disaster risk more so than the southern California region as a whole. Therefore, the proposed Project would be consistent with Land Use Element Policy V.A.
<b>Circulation Element</b>	
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Additionally, the project applicant would be required to pay the fair-share of costs associated with City-wide roadway network improvements. Further, installation of sidewalks and bike racks at the Project site would support alternative travel modes such that the Project would be consistent with Circulation Element Policy II.B.

<p>Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>The proposed Project would not involve or require any changes to the existing transportation system within the City of Perris. The Project applicant would be responsible for financing street and access driveway improvements and making a fair-share contribution to off-site mitigation requirements. Therefore, the Project would be consistent with Circulation Element Policy III.A</p>
<p>Policy V.A: Provide for safe movement of goods along the street and highway system.</p>	<p>The Project would be located proximal to a designated truck route (i.e., Placentia Avenue). This street would allow for the movement of goods without compromising the circulation or safety of local roads. The Project would be consistent with Circulation Element Policy V.A.</p>
<p><b>Conservation Element</b></p>	
<p>Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</p>	<p>The proposed Project would be consistent with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) upon implementation of the mitigation measures identified in Section IV, Biological Resources. Furthermore, the Project applicant would be required to pay applicable fees pursuant to City's Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Therefore, the Project would be consistent with Conservation Element Policy II.A.</p>
<p>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.</p>	<p>The Project site is located within the Mead Valley Area Plan of the Western Riverside MSHCP. The Project is not within a MSHCP Criteria Cell or Conservation Area. In accordance with the MSHCP, the proposed Project was reviewed for consistency with the MSHCP in Section IV, Biological Resources, and the Project's Habitat Assessment-MSHCP Consistency Analysis (see Appendix B). The Project would be consistent with the requirements and mitigation set forth in the MSHCP and Conservation Element Policy III.A.</p>
<p>Policy IV.A: Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</p>	<p>As addressed in Sections V, Cultural Resources and VII, Geology and Soils, and XVIII, Tribal Cultural Resources, the Project would comply with applicable regulations and implement mitigation measures to ensure preservation of significant historical, archaeological, and paleontological resources. Therefore, the Project would be consistent with Conservation Element Policy IV.A.</p>

<p>Policy V.A: Coordinate land-planning efforts with local water purveyors.</p>	<p>The Eastern Municipal Water District (EMWD) is the local water provider and has been involved with utility planning for the proposed land uses at the Project site. Water-related improvements are detailed in Section 9, Project Description. The Project would be consistent with Conservation Element Policy V.A.</p>
<p>Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</p>	<p>As required under the NPDES, a SWPPP would be created for construction of the proposed Project. The Project would also be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County during operation as addressed in the Preliminary WQMP. The Project would be consistent with Conservation Element Policy VI.A.</p>
<p><b>Noise Element</b></p>	
<p>Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development.</p>	<p>According to the City of Perris General Plan Noise Element, exterior noise levels of up to 65 dBA CNEL are considered to be “Normally Acceptable” for commercial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 65 and 75 dBA CNEL are “Conditionally Acceptable” and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed buildings would be built using conventional construction techniques with closed windows with air conditioning.</p> <p>The proposed buildings would be built using conventional construction techniques with closed windows with air conditioning.</p> <p>According to Appendix G of the Noise Element, the future 70 dBA CNEL noise contour for Perris Boulevard is expected to extend up to 84 feet from the centerline of the roadway. The future 70 dBA CNEL noise contour for Placentia Avenue is expected to extend up to 22 feet from the centerline of the roadway The proposed buildings would be located approximately 70 feet from the centerline of Perris Boulevard and approximately</p>

	<p>85 feet from the centerline of Placentia Avenue. The nearest building would be located approximately 70 feet from the roadway centerline. Therefore, these buildings would not be exposed to roadway noise levels that exceed the applicable Noise Element standards.</p> <p>The Project site is located approximately 3.0 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary, and the area subject to the 2018 Final Air Installations Compatible Use Zone (AICUZ) Study for March Air Reserve Base. The Project site is located beyond the 60 dBA CNEL noise contours shown in Figure 4-2 of the AICUZ Study for March Air Reserve Base. Therefore, noise levels associated with aircraft operations at March ARB/IPA would not exceed the City's standards for commercial uses.</p> <p>Therefore, the Project would be consistent with Noise Element Policy I.A.</p>
<p>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.</p>	<p>The Project consists of new commercial uses within 160 feet of single-family residences to the north, east and south. The noise evaluation addressed whether the project would generate noise levels in excess of 60 dBA CNEL, at the existing adjacent receivers. The Project would comply with Noise Element Policy V.A.</p>
<p><b>Safety Element</b></p>	
<p>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.</p>	<p>The Project would require new driveways along both Placentia Avenue and Perris Boulevard. No upgrades to the existing roadways are required to ensure adequate evacuation and emergency vehicle access. The driveway improvements would be constructed consistent with City of Perris specifications. The Project would be consistent with Safety Element Policy S-2.1.</p>
<p>Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</p>	<p>The Project includes proposed access improvements, utility and stormwater infrastructure consistent with the provisions contained in the Land Use Element. The Project would be consistent with Safety Element Policy S-2.2.</p>

<p>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.</p>	<p>The Project includes six new driveways. The driveways and access improvements along Placentia Avenue and Perris Boulevard would provide adequate ingress/egress. The Project would be consistent with Safety Element Policy S-2.5.</p>
<p>Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.</p>	<p>The Project site is not located in an area of high flood hazard according to the Safety Element. Therefore, the Project would be consistent with Safety Element Policy S-4.1</p>
<p>Policy S-4.3: Require new development projects and major remodels to control stormwater run-off on site.</p>	<p>The proposed drainage system has been designed to control all stormwater run-off on site. Therefore, the Project is consistent with Safety Element Policy S-4.3.</p>
<p>Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>The Project site is not within the 100-year Floodplain and, therefore, the proposed Project would be consistent with Safety Element Policy S-4.4.</p>
<p>Policy S-4.5: Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.</p>	<p>The applicant is aware of the Project site's location in the Dam Inundation Zone identified in the Safety Element. Recent improvements to the Lake Perris Reservoir dam would reduce the potential hazard resulting from a dam failure. The Project would be consistent with Safety Element Policy S-4.5.</p>
<p>Policy S-5.3: Promote new development and redevelopment in areas of the City of Perris outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.</p>	<p>The Project site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ). The transfer of development rights is not proposed. The Project would be consistent with Safety Element Policy S-5.3.</p>
<p>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.</p>	<p>The Project would provide adequate circulation capacity and would include connections to both Placentia Avenue and Perris Boulevard. The Project would be consistent with Safety Element Policy S-5.6.</p>
<p>Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>Water supplies and conveyance infrastructure would meet daily demand and would be adequate for firefighting. The Project would be consistent with Safety Element Policy S-5.10.</p>
<p>Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p>	<p>The project required review by the Riverside County ALUC to ensure consistency with the applicable plans and development requirements related to the MARB/IPA ALUCP. ALUC reviewed the Project and determined that it is consistent with the applicable policies. Therefore, the Project would be consistent with Safety Element Policy S-6.1.</p>

<p>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.</p>	<p>As stated above, the Project applicant has coordinated with ALUC which determined that the Project would comply with the MARB/IPA ALUCP. The Project site is not located within the area subject to the Perris Valley Airport ALUCP. The Project would be consistent with Safety Element Policy S-6.2.</p>
<p>Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.</p>	<p>Design and construction of the Project would be required to be in conformance with applicable building codes to avoid or minimize impacts from seismic events. The Project would be consistent with Safety Element Policy S-7.1.</p>
<p>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.</p>	<p>A Preliminary Geotechnical Interpretive Report has been prepared and incorporated herein as an appendix to this Initial Study. The Project would be consistent with Safety Element Policy S-7.2.</p>
<p><b>Healthy Community Element</b></p>	
<p>Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p>The proposed lighting would include a combination of operational, street, and security lighting on the building's exterior and in parking areas. The transportation analysis provided design requirements for safe circulation. The Project site is within an urban area. No defensible space is required. The project would be consistent with Healthy Community Element Policy HC 1.3.</p>
<p>Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities:</p> <ul style="list-style-type: none"> <li>• Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations</li> <li>• 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</li> <li>• Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control</li> </ul>	<p>Construction activities would follow South Coast AQMD and California Air Resources Board rules and regulations for dust and other emissions. A Construction Management Plan would be prepared prior to construction to include Best Available Control Measures and appropriate control measures. The Project would be compliant with Healthy Community Element Policy HC 6.3.</p>

<p>measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded</p>	
<p><b>Environmental Justice Element</b></p>	
<p>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.</p>	<p>The proposed Project is consistent with surrounding commercial and residential land uses. Impacts to the residential land uses to the west would be minimized through the use of sound/screening walls and landscaping. The project would be consistent with this Environmental Justice Element Goal 3.1 policy.</p>
<p>Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.</p>	<p>There is no evidence of on-site contamination reported in the State Water Board Geotracker database or the Department of Toxic and Substance Control Envirostor database. The Project would be consistent with this Environmental Justice Element Goal 3.1 policy.</p>
<p>Goal 3.1 Policy: Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke. As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a “good neighbor.”</p>	<p>The proposed Project is not an industrial development; thus, good neighbor policies do not apply. Section 5148 of the California Code of Regulations prohibits smoking within workplaces. The Project would be consistent with this Environmental Justice Element Goal 3.1 policy.</p>
<p>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.</p>	<p>Bicycle parking would be installed around the commercial buildings. The development fee action (A4.5) of the City's Active Transportation Plan has not yet been reflected in the development fee schedule. The Project would be consistent with this Environmental Justice Goal 5.1 policy.</p>

The Project site is designated Community Commercial. Thus, the Project would not result in employment growth that is greater than what was used to develop Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG). Forecasts from Connect SoCal project an increase of 10,300 employees between 2024 and 2050 in the City of Perris. Thus, the employees generated by the Project would be with SCAG's Connect SoCal forecasts.

Connect SoCal (2024) (approved April 2024) contains twelve mobility policies that provide guidance for considering projects based on SCAG’s long-range planning strategies. Table 4 provides analysis of the consistency of the Project with the applicable mobility policies from Connect SoCal. As shown, the proposed Project would not conflict with the goals of Connect SoCal.

**Table 4**  
**Connect SoCal 2024 Consistency**

<b>Connect SoCal 2024-2050 Mobility Policies</b>	<b>Consistency Evaluation</b>
<b>System Preservation and Resilience.</b> Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle.	The Project would provide access improvements along both Perris Boulevard and Placentia Avenue. These would enhance safety and traffic movement along these streets. The Project would be consistent with this Mobility Policy.
<b>Complete Streets.</b> Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	Roadway improvements to Placentia Avenue and North Perris Boulevard are components of the proposed Project that would improve vehicular circulation. Further, use of Placentia Avenue, an approved truck route, would facilitate the delivery of goods to the businesses located within the shopping center. The Project would be consistent this Mobility Policy.
<b>Transit and Multi-Modal Integration.</b> Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.  Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	See response to the Complete Streets Policy. The Riverside Transit Agency (RTA) provides service to the general area with Route 19. The nearest transit stop is located across Perris Boulevard from the Project site. The Project would not affect existing transit service along RTA Route 19 as currently provided or otherwise affect transit or multimodal access. The Project would be consistent this Mobility Policy.
<b>Transportation System Management.</b> Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	The proposed Project would provide transportation improvements fronting the site to improve access and safety when entering and existing the parking lot. These improvements would not increase the existing road network capacity. The Project would be consistent this Mobility Policy.
<b>Transportation Demand Management.</b> Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	See response to the Transportation System Management policy above. The Project would be consistent this Mobility Policy.
<b>Technology Integration.</b> Support the implementation of technology designed to provide equal access to mobility, employment,	The proposed Project would be a new commercial development. This Mobility Policy is not applicable.



economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	
<b>Safety.</b> Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	See response to the Safety policy above. This Mobility Policy is not applicable to the proposed Project.
<b>Funding the System/User Fees.</b> Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery	The Project applicant would be responsible for funding off-site improvements along Perris Boulevard and Placentia Avenue required by the City to ensure safe ingress/egress. The Project would be consistent this Mobility Policy.
<b>Priority Development Areas.</b> Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities.	The proposed Project would be constructed adjacent to existing residential neighborhoods to the north, east and south. The Project would provide new commercial services proximal to existing residences and transit access as stated. The Project would be consistent this Mobility Policy.
<b>Housing the Region.</b> Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region.	The proposed Project would not provide housing. This Mobility Policy is not applicable to the proposed Project.
<b>15-Minute Communities.</b> Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses.	The proposed Project would be constructed adjacent to existing residential neighborhoods to the north, east and south. The Project would provide new commercial services proximal to existing residences and transit access. This would reduce travel time to existing businesses for those living proximal to the site. The Project would be consistent this Mobility Policy.
<b>Equitable Engagement and Decision Making.</b> Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term	The proposed Project would be constructed consistent with existing regulations related to ADA compliance and overall accessibility as stated. The Project would be consistent this Mobility Policy.

The project would be consistent with the City of Perris General Plan and Connect SoCal. The potential impacts would be **less than significant** with the implementation of the mitigation

measures recommended in this Initial Study for biological resources, cultural resources, paleontological resources, noise and tribal cultural resources.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XII. MINERAL RESOURCES --**

Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a, b) The California Department of Conservation classifies the availability of mineral resources in a region into four mineral resource zone (MRZ) categories: MRZ 1 for no mineral resources, MRZ 2 for significant resources areas with the quality and quantity known, MRZ 3 for significant resource areas with the quality and quantity unknown, and MRZ 4 for areas with no information. According to the City of Perris General Plan EIR, the Department of Conservation is primarily interested in the preservation of significant resources in MRZ 2 regions. The land within the City of Perris, including the Project site, is classified as MRZ 3 and MRZ 4, which are not considered to be significant resource areas or delineated on any plan for mineral resource recovery uses (Perris General Plan EIR, p.VI-28). Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. **No impact** to mineral resources would occur under these thresholds.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIII. NOISE –** Would the project result in:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. NOISE</b> – Would the project result in:				
project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Material provided in this section was obtained in part from the *Vallarta Market Place Shopping Center Noise Study*, prepared by Birdseye Planning Group, October 2023, Appendix F.

### Regulatory Standards

#### City of Perris General Plan Noise Element

The City of Perris General Plan Noise Element (City 2016) establishes noise compatibility guidelines for land uses and provides policies for new commercial and industrial facilities. Policy V.A states that new large-scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level. This policy is enforced through Implementation Measure V.A.1 states that an acoustical impact analysis is required to ensure that noise levels generated by the commercial facilities do not exceed 60 CNEL for those residential land uses within 160 feet of the project. Exhibit N-1 of the City General Plan Noise Element shown in the Noise Study (Appendix H) shows that the land uses associated with commercial developments are normally acceptable when exposed to noise levels of 65 dBA CNEL and below. This land use is conditionally acceptable when exposed to noise levels of 75 dBA CNEL and below. As stated, residential properties are located to the north, east and south. The General Plan Noise Element states that noise levels between 50 and 60 dBA are normally compatible with residential uses.

**City of Perris Municipal Code**

Section 7.34.040 of the Perris Municipal Code limits exterior noise levels at nearby properties to a maximum noise level (Lmax) of 80 dBA from 7:01 a.m. to 10:00 p.m. and 60 dBA from 10:01 p.m. to 7:00 a.m.

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

a) The primary source of noise during construction activities would be comprised of heavy machinery used during site preparation (i.e., clearing/grubbing) and grading, as well as equipment used during building construction and paving. Table 5 shows the typical noise levels associated with heavy construction equipment. As shown in Table 5, average noise levels associated with the use of heavy equipment at construction sites can range from 80 to 85 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction. Project construction would occur over the entire Project site. Construction activities would vary in distance from the nearest sensitive properties which are the single-family residences along Genuine Risk Street that back up to the eastern property line and along Chant Street that back up to the southern property line. While the distance between the property line and closest residences varies, the distance is approximately 25 feet from the eastern and southern property lines.

**Table 5  
 Typical Maximum (Lmax) Construction Equipment Noise Levels**

<b>Equipment Onsite</b>	<b>Typical Maximum Level (dBA) 25 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 50 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 100 Feet from the Source</b>
Air Compressor	86	80	74
Backhoe	86	80	74
Bobcat Tractor	86	80	74
Concrete Mixer	91	85	79
Loader	86	80	74
Bulldozer	91	85	79
Jack Hammer	94	88	82
Pavement Roller	91	85	79
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	90	84	78

**Table 5**  
**Typical Maximum (Lmax) Construction Equipment Noise Levels**

<b>Equipment Onsite</b>	<b>Typical Maximum Level (dBA) 25 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 50 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 100 Feet from the Source</b>
Mobile Crane	89	83	77
Excavator/Scraper	91	85	79

*Source: FTA Noise and Vibration Impact Assessment Manual (September 2018), Table 7-1.  
 Noise levels are based on actual maximum measured noise levels at 50 feet (Lmax).  
 Noise levels are based on a noise attenuation rate of 6 dBA per doubling of distance.*

Construction noise across the entire site would vary throughout the workday and by phase (i.e., site preparation, grading, building construction, paving and architectural coating). As stated, the highest sustained noise levels would be associated with site preparation and grading because ongoing use of large earth moving and paving equipment would occur during these phases. Because of the site size, heavy equipment operation throughout the property can be accommodated simultaneously.

For the purpose of this evaluation, maximum construction noise was estimated with equipment operating at 25 feet from the nearest receiver west of the property line for the site preparation and grading phase. This is conservative as equipment can operate simultaneously throughout the site; however, equipment cannot operate at the same location at the same time. Typically, equipment is staggered across the site. Site preparation and grading/excavation would utilize a bulldozer, backhoe and loader. For building construction, noise from operation of a crane, manlift, backhoe and tractor/loader were used. Paving equipment noise was calculated based on noise levels from operation of a roller and paver at 25 and 50 feet from any specific receiver. Use of an air compressor for application of architectural coating phases was modeled at 50 feet, the approximate distance between the closest building and the southern property line. Equipment and materials would be staged proximal to the buildings to use the structures as a noise barrier to the extent feasible. However, to present a more conservative analysis, the noise levels identified in this report do not include any of the noise reductions associated with the features discussed in this paragraph.

The Federal Highway Administration Roadway Construction Noise Model data were used to estimate construction noise levels at the nearest occupied noise-sensitive land use referenced above. Although the model was funded by the Federal Highway Administration, the Roadway Construction Noise Model data is used for non-roadway projects because the same types of construction equipment used for roadway projects are used for other types of construction. Input variables for the Roadway Construction Noise Model consist of the receiver/land use types, the equipment type and number of each, the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. As noted, the distances were varied across the site as equipment cannot work simultaneously in the same location from a given point. No topographical or structural shielding was assumed nor did the calculations account for the fact that not all equipment

would operate at the same time. The estimated hourly Leq by phase are shown below in Table 6. These are the most conservative noise levels that could occur proximal to the neighboring properties.

**Table 6**  
**Estimated Maximum Construction Noise Levels**

Phase	Lmax Noise Levels
Site Preparation (dozer, backhoe, front-end loader)	87.7
Grading (dozer, backhoe and front-loader)	87.7
Building Construction (crane, manlift, backhoe and front-end loader )	79.0
Paving (paver and roller)	88.0
Architectural Coating (air compressor)	77.7

Note: Site Preparation, Grading and Paving assumes equipment would operate at 25 feet from the nearest receiver to approximate worst case conditions.

As shown in Table 6, the highest hourly noise levels are projected to be 87.7 dBA Lmax at 25 feet during site preparation and grading and 88.0 dBA 20 feet during paving. Maximum building construction noise levels are conservatively estimated to be 79.0 dBA Lmax at 50 feet from the property line. As stated, this does not consider screening by the buildings as they are constructed. The Lmax associated with the application of architectural coating would be approximately and 77.7 dBA Lmax (at 50 feet), respectively.

On a typical workday, heavy equipment would be operating sporadically throughout the project site and more frequently away from the edges of the site as the site preparation and grading phases are completed. However, nearby off-site residences would be exposed to elevated noise levels associated with construction. As stated, the City of Perris Municipal Code restricts construction to the weekday hours between 7:00 am and 7:00 pm , with the exception of some holidays. Construction is not allowed on Sundays or applicable holidays. The Project would comply with the Municipal Code restrictions on construction hours. Further, construction noise levels would be relatively short term and terminate as each construction phase is completed. However, as stated, noise levels could exceed the 80 dBA Lmax standard at the closest sensitive properties. With implementation of Project specific Mitigation Measures NOI-1, NOI-2 and NOI-3, potential impacts to a less than **less than significant with mitigation incorporated**.

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

oriented strand board. Other temporary construction noise barrier systems may be used at the contractors' discretion with City of Perris approval.

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

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

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

## Operational Noise

Operation of the proposed Project was evaluated for potential exterior traffic related impacts caused by increased traffic volumes associated with the project caused by traffic. As documented in the project's Trip Generation/VMT Screening Memorandum (August 2023) (Appendix H), the proposed Project is considered to be a typical development that would not cause traffic on the existing road network to exceed City established thresholds or affect the distribution of nighttime traffic. All Project traffic accessing the site would be concentrated (highest) on North Perris Boulevard and Placentia Avenue.

**Exterior Traffic Noise.** Traffic is the primary noise source that would be generated by operation of the proposed Project. Existing noise levels were measured at the project site on August 22, 2023. The highest Leq during the 15-minute monitoring period was 63.4 dBA at the southwest corner of the site along North Perris Boulevard. The existing measured Leq at the northeast corner of the project site was 61.3 dBA. Noise levels at receiving properties proximal to the site are greater than 60 dBA, the normally compatible noise level for residences referenced in the General Plan Noise Element policy for exterior noise exposure to transportation related noise at residences and other sensitive properties. As stated, the Noise Element sets 60 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally

acceptable” level. Noise levels up to 65 dBA CNEL are “conditionally acceptable” when interior noise standards can be met and noise levels are dominated by traffic.

The roadway network adjacent to the project site was modeled using the Federal Highway Administration Traffic Noise Model version 2.5 software. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. The existing six-foot-high concrete masonry unit walls along the eastern and southern property boundaries, along the east side of North Perris Boulevard south and north of the site and along the north side of Placentia Boulevard were included in the calculations. The vehicle mix on Perris Boulevard and Placentia Avenue is based on vehicle counts during the noise monitoring effort. Hourly average baseline noise levels (Leq) were calculated at representative single-family residences located at the southwest corner of the site along North Perris Boulevard and along Placentia Avenue north of the site to calibrate the noise model without the existing perimeter walls. The perimeter walls were then added to the model to approximate actual baseline noise conditions at five sensitive properties adjacent to the site. These receivers represent the residences adjacent to the Project site. These receivers would experience the highest concentration of Project-related traffic. The receiver locations are defined as follows and shown in Figure 4.

1. Single-family residence at 2672 20 Grand Street southwest of the site;
2. Single-family residence at 34 Chant Street southwest of the site;
3. Single-family residence at 113 Galileo Lane north of Placentia Avenue;
4. Single-family residence at 145 Galileo Lane north of Placentia Avenue; and
5. Single-family residence at 100 Spectacular Bid Street northeast of the site.

Receivers 1 and 2 represent residences along Perris Boulevard south of the site. Receivers 3, 4 and 5 represent residences along Placentia Avenue north and east of the site. Noise levels associated with the Project were calculated by distributing 1,205 P.M. peak hour trips generated by the Project into the baseline traffic volumes along Perris Boulevard and Placentia Avenue. Volumes were concentrated in these areas for the purpose of evaluating worst case noise conditions. The modeling results are shown in Table 7. As shown, the highest modeled increase would occur at Receivers 4 and 5. Project P.M. peak hour volumes would not be high enough to cause a noticeable effect (i.e., +/- 3 dBA) on baseline conditions at any of the receivers modeled. Impacts related to exterior traffic-related noise would be less than significant.

**Table 7**  
**Modeled Noise Levels**

<b>Receptor</b>	<b>Existing Ldn/CNEL</b>	<b>Cumulative With Project Ldn/CNEL</b>	<b>Decibel Change –</b>	<b>Significant Impact</b>
Receiver 1	57.0	57.8	+0.8	No
Receiver 2	58.2	59.0	+0.8	No
Receiver 3	60.2	61.1	+0.9	No
Receiver 4	58.2	59.4	+1.2	No
Receiver 5	55.8	57.1	+1.3	No



**On-Site Truck Movement.** Mid-size delivery trucks (i.e., two-axle, six wheel) would move throughout the site servicing the commercial tenants. It is assumed that some heavy trucks (i.e., semi-trucks) would deliver to the grocery regularly. The heavy trucks would enter the site from the north and travel around to the back of the grocery store and retail buildings to unload. Placentia Avenue is a designated truck route within the City of Perris and Interstate 215 is located approximately one mile to the west. To quantify on-site truck movement noise exposure in terms of the CNEL/Ldn (24-hour average), individual truck movement sound exposure level (SEL) is used. The SEL is a measure of the total energy of a noise event, including consideration of event duration. The SEL is not actually heard, but is a derived value used for the calculation of energy-based noise exposure metrics such as the CNEL/Ldn. The average measured truck event movement SEL is 78.1 decibels (Birdseye Planning Group, 2022/WJVA Acoustics, 2017) which includes noise generated by diesel engines, air brakes and backup warning devices. The number of daily truck trips accessing the loading dock(s) at the rear of the store is assumed to be 18 (Transportation Northwest, August 2010) and that the trips would be evenly distributed over a 24-hour day. The  $L_{dn}$  associated with truck movement is quantified using the following equation:

$$L_{dn} = SEL + 10 \log Neq - 49.4$$

SEL is the average SEL for a truck movement,  $Neq$  is the equivalent number of truck movements in a typical 24-hour period determined by adding 10 times the number of nighttime events (10 p.m. - 7 a.m.) to the actual number of daytime events (7 a.m. - 7 p.m.), and 49.4 is a time constant equal to  $10 \log$  the number of seconds in the day. Assuming 18 truck events per day, the resulting noise exposure on-site would be approximately 41.2 dBA  $L_{dn}$  (i.e., 24-hour average). The  $L_{max}$  (78.1 dBA) associated with truck movement would be less than the 80 dBA  $L_{max}$  daytime standard; however, it would exceed the 60 dBA  $L_{max}$  nighttime standard.

**Drive-Thru Menu Board Speakers.** Speaker noise is an intermittent, variable noise source and subject to change with volume settings. Based on field observations, speaker noise is typically screened by the vehicle at the menu board and is audible as a conversational source. Measured sound levels from drive-thru menu boards approximate 53 dBA at approximately 32 feet. As stated, ambient noise levels at the southwest corner of the site is approximately 63.5 dBA and 61.3 dBA at northeast corner. As stated in the Project Description, a total of three quick serve restaurants with drive thru windows are proposed along the western side of the site adjacent to North Perris Boulevard. One would be located near the southwest corner of the site north of the 26-foot-wide driveway and adjacent 12-foot wide drive thru lane.

Speakers may be mounted in a variety of different enclosures. Further, buildings, adjacent cars and other cars in proximity all effect the direction and attenuation rate of speaker noise. Speaker noise is also intermittent rather than a constant source. These factors all make the sound more directional and the decay rate less predictable. Based on the planned orientation of the speaker boards, the speaker noise associated with the northerly two quick serve restaurants would project west towards North Perris Boulevard. However, the quick serve restaurant at the southwest corner of the site would project south towards the receivers located adjacent to the

southwest corner of the site. The menu board speaker would be approximately 40 feet north of the southern property line. A sound level of 53 dBA at 32 feet would be less than the 80 dBA daytime Lmax standard and 60 dBA nighttime Lmax standard at the southern property line. The existing perimeter wall would provide approximately 5 dBA of additional attenuation. Speaker noise at the residences located south of the site would be 48 dBA Lmax which is less than baseline levels and both the daytime and nighttime standard.

**Loading Dock Operation.** The reference loading dock activities are intended to describe the typical operational noise activities associated with primarily the supermarket; however, deliveries would occur at all the buildings located on-site. The supermarket loading dock is located on the east side of the building approximately 43 feet west of the property line, proximal to single-family residences located adjacent to and east of the site. Loading docks noise includes trucks maneuvering, air brakes, truck unloading, backup alarms or beepers and truck docking. Truck operation would be comprised of a combination of tractor trailer semi-trucks and two-axle delivery trucks. To describe the supermarket loading dock activities, short-term reference noise level measurements were collected. The reference loading dock activity noise level measurement was taken over a fourteen-minute period and represents multiple noise sources taken from the center of activity generating a reference noise level of 71.2 dBA Lmax at a uniform reference distance of 50 feet.

Typical backup alarms generate a noise level of 109.7 dBA at four feet at a single frequency of one KHz. Backup alarms on trucks are commonly mounted on the back of the truck at a height of 3 feet above the ground. Assuming 18 truck operations daily, using the equation above and an SEL/Lmax of 71.2 dBA, the CNEL/Ldn for general activity within the loading area would be 39.8 dBA CNEL. A Lmax of 71.2 dBA would not noticeably attenuate over the distance between the supermarket building and closest residences to the east; however, the existing 6-foot high CMU wall would provide approximately 5 dBA of attenuation. The loading dock activity would not exceed the 80 dBA daytime Lmax standard; however, it would exceed the 60 dBA Lmax nighttime standard. Without mitigation, the impact would be significant.

**Roof-Top Air Conditioning Units.** The Project would use commercial-sized HVAC units located on the rooftop of the buildings behind shrouds and/or parapets. Specific planning data for the future HVAC systems is not available at this stage of project design. To assess the noise levels created by the roof-top air conditioning units, reference noise level measurements from Lennox SCA120 series 10-ton model packaged air conditioning unit were used. At a uniform reference distance of 50 feet, the roof-top air conditioning units generate a reference noise level of 57.7 dBA Lmax. The parapets would provide 5-10 dBA of attenuation which would reduce HVAC noise to approximately 52.7 dBA. If located proximal to the center of the buildings, noise levels from each unit would attenuate to below existing background noise levels approximately 50 feet from the source. HVAC systems are not anticipated to be audible at off-site receivers.

**Combined Sources.** The combined noise from operation of the HVAC units would attenuate to approximately 52.7 dBA Lmax at 50 feet, the approximate distance between the source and

closest residential receivers to the south. This would meet both the 80 dBA Lmax daytime and 60 dBA Lmax nighttime standard along the eastern and southern property lines where residences are located adjacent to the site. The closest menu board speaker would be approximately 40 feet north of the southern property line. A sound level of 53 dBA at 32 feet would be less than the 80 dBA daytime Lmax standard and 60 dBA nighttime Lmax standard at the southern property line. Truck movement would generate an Lmax of approximately 78.1 dBA Lmax and a 24-hour average of 41.2 dBA. The 24-hour average is below the residential compatibility standard identified in the General Plan Noise Element as referenced above. While truck movement activities would be below the 80 dBA Lmax daytime standard, truck movement could exceed the 60 dBA Lmax nighttime standard during individual events. Similarly, operation of the loading dock behind the supermarket would exceed the 60 dBA nighttime standard. To avoid exceeding the nighttime standard, it is recommended that mitigation measure NOI-4 be implemented.

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

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

b) The vibration velocity level threshold of perception for humans is approximately 65 vibration decibels (VdB). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. As stated, 0.2 peak particle velocity (PPV) (94 VdB) is the vibration level at which damage to residential structures can occur and is considered annoying to most people exposed to the vibration energy.

Heavy impact construction methods that could generate enough vibration to damage buildings proximal to the project site (i.e., pile driving, rock breaking, drilling, blasting) would not be required for the project. However, both PPV and the related VdB are used to address construction vibration and related effects to structures and people residing in adjacent residences. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. The PPV and accompanying VdB level associated with common construction equipment is shown in Table 8.

Construction activity within the Project site would be temporary and vibration events would be transitory occurring only during equipment pass bys. Using vibration levels associated with a large bulldozer the piece of equipment with the highest vibration level, as a worst case scenario, typical groundborne vibration could reach 87 VdB at 25 feet, the distance between the property boundary and nearest receiver. Vibration at this level can cause annoyance for brief periods of time during pass by events. Sustained equipment operation is not expected to occur proximal to this location nor would the PPV reach levels that may cause structural damage to the nearest residential buildings.

**Table 8  
Vibration Source Levels for Construction Equipment**

	<b>Peak Particle Velocity (inches/second) at 25 feet</b>	<b>Approximate Vibration Level LV (dVB) at 25 feet</b>
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil	66
	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

As stated, vibration levels in excess of 75 VdB may be perceptible; thus, vibration may be perceptible at the nearest residences periodically during equipment pass by events. While there are no specific standards for use in quantifying excessive vibration levels, the PPV would not be high enough to damage buildings (i.e., 0.2 PPV) nor would construction activities generate vibration levels high enough to annoy people (i.e., 94 dBA). Thus, temporary vibration impacts would be **less than significant**.

### **Operation-Related Vibration**

The proposed Project would provide eight new commercial buildings. These uses do not generate vibration; thus, no vibration impacts are anticipated to occur with operation of the Project.

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

The Project site is located approximately 3.0 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary, and the area subject to the 2018 Final Air Installations Compatible Use Zone (AICUZ) Study for March Air Reserve Base. The Project site

is located beyond the 60 dBA CNEL noise contours shown in Figure 4-2 of the AICUZ Study for March Air Reserve Base. Therefore, noise levels associated with aircraft operations at March ARB/IPA would not exceed the City’s standards for commercial uses and potential impacts would be less than significant.

Perris Valley Airport is located approximately 3.4 miles south of the Project site. According to the Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport, the Project site is not located within the Airport Influence Area Boundary or area affected by aircraft noise as per Exhibit PV-3 (Riverside County Airport Land Use Commission 2011). Therefore, no impact associated with noise levels from Perris Valley Airport would occur.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**XIV. POPULATION AND HOUSING –**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**XV. PUBLIC SERVICES**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed Project would include the construction and operation of a new shopping center that would require fire protection services; however, no new residential uses or other uses that would increase the City’s population would be constructed. The City of Perris contracts with the Riverside County Fire Department to provide fire protection services within the City and has two fire stations within its boundaries that are served by 14 firefighters (City 2021). The two fire stations are located at 210 W. San Jacinto Avenue (Station No. 1) and 333 Placentia Avenue (Station No. 90). Station 90 is located approximately ¼ mile east of the Project site; and thus, would be first responder to an incident. The Project site is designated for commercial development; thus, the Project would not induce unplanned growth that would require the construction of new or expanded fire protection facilities. However, the Project applicant would be required to pay a Development Impact Fee (DIF) for fire services that would support fire protection services at the Project site and throughout the City of Perris. Therefore, potential impacts would be **less than significant**. No mitigation would be required.

b) The proposed Project would include the construction and operation of a new shopping center that may require police protection services; however, no new residential uses or other uses that would increase the City’s population would be constructed as part of the project. The City

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

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

d) The proposed Project would result in the construction and operation of a new shopping center. It would not increase the use of parks that would require the construction or expansion of additional park and recreational facilities. **No impact** would occur under this threshold.

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

	<b>Less Than Significant</b>			
	<b>With Mitigation Incorporated</b>	<b>Less than Significant</b>	<b>No Impact</b>	
<b>Potentially Significant Impact</b>				

**XVI. RECREATION --**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XVI. RECREATION --**

occur or be accelerated?

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

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

b) The proposed Project consists of construction and operation of a commercial shopping center. The Project would not increase the use of or create demand for expanded recreational facilities. **No impact** would occur under this threshold.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XVII. TRANSPORTATION --** Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVII. TRANSPORTATION</b> -- Would the project:				
project:				
equipment)?				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information provided in this section is summarized from the *Trip Generation and VMT Screening Analysis for the Vallarta Market Place Community Shopping Center*, prepared by Mizuta Traffic Consulting, Inc., October 2024; (Appendix G).

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

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

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

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

**No impact** would occur under this threshold.

b) The Project is estimated to generate 13,950 average daily trips (ADT) with 971 trips (511 inbound, 460 outbound) during the AM peak-hour and 1,205 trips (613 inbound, 592 outbound) in the PM peak-hour. After applying a pass-by trip reduction factor to account for existing vehicles on the adjacent roadways that would stop at the Project site, the Project is estimated to generate a net of 9,844 ADT with 566 trips (292 inbound, 274 outbound) during the AM peak-hour and 681 trips (344 inbound, 337 outbound) during the PM peak-hour.

Senate Bill (SB) 743 was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Governor’s Office of Planning and Research recommended the use of

vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the required metric to determine transportation impacts. The Trip Generation and VMT Screening Analysis was based on the criteria outlined in the *City of Perris Traffic Impact Analysis Guidelines, May 2020*.

According to the City's Transportation Impact Analysis Guidelines, there are five screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the five screening criteria:

1. Is the project 100% affordable housing?
2. Is the project within one half (1/2) mile of qualifying transit?
3. Is the project a local serving land use?
4. Is the project in a low VMT area?
5. Are the project's net daily trips less than 500 ADT?

If the Project meets any of the screening criteria above, it is presumed to not have a significant impact and is screened out from completing additional VMT analysis. Based on a review of the screening criteria, the most appropriate and applicable criterion is whether the Project is located within ½ mile of an existing or major transit stop or an existing stop along a high-quality transit corridor. Those that meet with criteria are presumed to have a less than significant impact absent substantial evidence to the contrary.

The City's Transit Priority Area exhibit shows that the project site is located within a Transit Priority Area. Additionally, the Western Regional Council of Government's VMT Screening Tool was used to verify the determination. The Project site is located within Traffic Analysis Zone 1836 and this is located inside a Transit Priority Area. Thus, the Project would meet criterion 2. Potential transportation impacts related to VMT would be **less than significant** under this threshold.

c) The proposed Project would be consistent with the Community Commercial zoning designation for the site. Implementation of the Project would not introduce incompatible uses to the Project area. Project access driveways would be designed consistent with City of Perris design standards, which would ensure that adequate site distance and pedestrian access is provided at each Project access location. Additionally, prior to the issuance of final occupancy permits, City staff would ensure that signing/striping are implemented in conjunction with the detailed construction plans for the Project site and off-site improvement area.

Signage would be posted on-site directing delivery truck drivers to use the existing City truck route on Placentia Boulevard to access Interstate 215. Signage information would be coordinated with the City Traffic Engineer during the plan check process. The truck access driveways would be separated from the passenger car parking areas on the west side of the

supermarket and retail buildings located on the east side of the site to ensure the safety of vehicle occupants and pedestrians.

All roadway improvements would be designed consistent with City of Perris standards. The Project would not create dangerous curves or intersections. During construction, the proposed Project would comply with all local regulations regarding temporary road closures or/and/or one-way traffic controls. Potential impacts would be **less than significant** and no Project-specific mitigation would be required.

d) A significant impact would occur if the design of the proposed Project would not satisfy emergency access requirements of the Riverside County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. The proposed Project would provide adequate emergency access. As discussed above, access to the site will be provided via six driveways; three along Placentia Avenue and three along Perris Boulevard. The driveways would be of standard size required to accommodate passenger cars and emergency vehicles. The truck entrances would be constructed per City of Perris standards to accommodate heavy trucks. All access features are subject to the City of Perris design requirements, including the Fire Department’s requirement of a minimum 20-foot width for driveways. Because of this, emergency vehicles would be able to access the Project site. Potential impacts associated with this issue would be **less than significant** and no mitigation would be required.

	<b>Less Than Significant</b>		
<b>Potentially Significant Impact</b>	<b>With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>

**XVIII. TRIBAL CULTURAL**

**RESOURCES --** Would the project:

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

i.	Listed or eligible for listing in the California Register of	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XVIII. TRIBAL CULTURAL**

**RESOURCES -- Would the project:**

Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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a-b) Based on the results of the Cultural Resources Investigation conducted for the Project (PaleoWest, October 2023; Appendix C), no known tribal cultural resources are present at the Project site. However, there is the potential for previously undiscovered tribal cultural resources to occur at the Project site given the cultural sensitivity of the area identified by Native American tribes in the region. Ground disturbing activities could harm previously undiscovered subsurface resources which would be a potentially significant impact. The Cultural Resources Survey recommends that a Native American monitoring program be implemented. This would be implemented through Mitigation Measure CUL-1. In the unlikely event that human remains are discovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and California Public Resources Code Section 5097.98. Project Mitigation Measure CUL-2 shall be implemented to ensure that potential impacts to Native American human remains would be less than significant.

In accordance with the requirements of AB 52, the City, as the lead agency, notified the tribes identified by the NAHC. The notices were sent out to the following tribes on June 12, 2024:

- Agua Caliente Band of Cahuilla Indians;
- Torrez Martinez Desert Cahuilla Indians;
- Morongo Band of Mission Indians;
- Pechanga Band of Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

The comment period concluded on July 11, 2024. No comments were received.

With completion of consultation pursuant to AB 52 and implementation of Mitigation Measures CUL-1 and CUL-2, potential impacts to tribal cultural resources would be **less than significant with mitigation incorporated**.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS --</b> Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS --</b> Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Within the Project area, potable water is distributed and wastewater is collected and conveyed by the Eastern Municipal Water District (EMWD). Water to the Project vicinity is provided by water delivery pipes located within both Perris Boulevard and Placentia Avenue. The Project would connect to one or both of the existing water pipes without the need for the EMWD to provide new infrastructure within the Project area.

The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. The facilities closest to the project area is the Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility is the largest of the four treatment facilities operated by the EMWD and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Currently, the facility treats approximately 13.8 million gallons per day. Assuming that wastewater is approximately 60% of potable water demand (approximately 23,609 gallons per day – see item b below), the Project would generate approximately 15,785 gallons per day of wastewater. This is 0.0007% of the daily treatment capacity of the Perris Valley Regional Water Reclamation Facility. The EMWD has provided a will serve letter for wastewater. Therefore, no new wastewater facilities would be needed to serve the Project.

The Project would connect to an existing 15-inch sewer line in Placentia Avenue. It would not require relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, natural gas, or telecommunications facilities or expansion of existing facilities. No impacts associated with the construction or relocation of public utilities would occur. Potential impacts related to the provision of utility services would be **less than significant**.

b) The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail and wholesale population of approximately 800,000. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District of Southern California from the State Water Project and the Colorado River Aqueduct. Imported water is delivered to the EMWD either as potable water treated by the Metropolitan Water District, or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. The EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. The EMWD also owns, operates, and maintains its own recycled water system that consists of four regional water reclamation facilities and several storage ponds spread throughout the EMWD's service area that are all connected through the recycled water system. Per the EMWD's 2020 Urban Water Master Plan (UWMP), the EMWD has a combined retail and wholesale demand and supply forecast of 208,899-acre feet in 2025 and 214,899-acre feet in 2030. Water supply is expected to meet demand forecast through the 2040 UWMP planning horizon.

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

CalEEMod version 2022.1 estimated that the Project would use approximately 12,043,834 gallons (37 acre feet) of water annually or 32,997 gallons per day assuming a reduction of 20% over business as usual. The Project would connect to one of two existing 12-inch water lines in either Placentia Avenue or Perris Boulevard. Water demand associated with the Project would be less than one percent of projected demand for the service area. The Project would not necessitate expanding existing entitlements. Further, a will serve letter was provided by the EMWD stating that service would be provided. A **less than significant** impact would occur under this threshold.

d) The proposed Project would generate construction/demolition waste as well as ongoing domestic waste. Solid waste generated within the City of Perris is transferred to the El Sobrante Landfill in Corona or the Badlands Landfill in Moreno Valley. These solid waste facilities serving Riverside County have a combined remaining capacity of 151,777,170 tons. The Badlands Landfill is expected to close in 2026 while the El Sobrante Landfill has the capacity to remain open until 2051 (CalRecycle 2022). The El Sobrante Landfill has an approved maximum daily throughput of 16,052 tons daily.

It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act of 1989 mandated that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50%. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that no less than 75% of solid waste be generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. Per the 2022 CALGreen Code, at least 65 percent of construction/demolition waste associated with the proposed Project would be recycled with the remainder sent to a landfill.

CalEEMod 2022.1 estimates the proposed Project would generate approximately 602 tons of solid annually (3,300 pounds daily) during operation. These estimates assume no solid waste would be recycled. If the Project were to recycle 75%, the policy goal of AB 341, the amount of solid waste landfilled would be approximately 150 tons annually. Assuming that the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent.

The amount of solid waste produced as a result of this Project is negligible compared to the capacity available at the two primary landfills. Compliance with County of Riverside waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations which are focused on reducing the amount of landfill waste. Therefore, because there would be adequate landfill capacity in the region to accommodate Project-generated waste and the proposed Project would not generate a substantial quantity of solid waste, the potential impact would be **less than significant**.

e) The applicant and Project contractor would comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the California Integrated Waste Management Act of 1989, AB 341 and AB 1896. Specifically, AB 1896 requires that businesses and multifamily residential developments of five or more units divert organic waste. This is defined as compostable paper, food waste and landscape trimmings. Thus, recycling infrastructure will be required for organic (AB 1896) and non-organic (AB 341) waste and would help ensure that AB 341 recycling policy objectives are met. CR&R Environmental Services is the franchise hauler for the City of Perris and is responsible for providing collection cans, collecting the solid waste material, providing



recycling services and disposing of the solid waste in a landfill. Per the franchise agreement with the City of Perris, it is presumed that CR&R would follow all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. A **less than significant** impact would occur under this threshold.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XX. WILDFIRE</b> – If located in or near a state responsibility areas or lands classified as very high hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) According to Figure S-05, Wildfire Hazards, of the City of Perris General Plan Safety Element, the Project site is located within a Local Responsibility Area and is not located in or near an area identified as being a Very High Fire Hazard Severity Zone (Perris, 2022). The

Project site is not within a State Responsibility Area for fire protection. Therefore, the Project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above. **No impact** would occur per thresholds a-d.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —**

- |  |                                     |                                     |                          |                          |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |

a) The project would be constructed on a undeveloped site. Removal of ruderal vegetation species would be required in some areas prior to construction particularly along the site perimeter. There are no threatened, endangered or sensitive plant or animal species occurring on the site. Implementation of Mitigation Measures BIO-1 and BIO-2 would avoid potential

impacts to nesting bird species and burrowing owls.

The project site has a low sensitivity to cultural or paleontological resources. Implementation of Mitigation Measures CUL-1, CUL-2, PAL-1, and PAL-2 would avoid or minimize potentially significant impacts to previously undiscovered cultural, paleontological and tribal cultural resources. Potential impacts to cultural resources and paleontological resources would be **less than significant with mitigation incorporated**.

b) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a potentially significant impact unless mitigation is incorporated with respect to all environmental issues. With implementation of Mitigation Measures AES-1, BIO-1, BIO-2, CUL-1, CUL-2, PAL-1, PAL-2 and NOI-1, NOI-2, NOI-3 and NOI-4, potentially significant impacts to aesthetics, biological resources, cultural resources, geology and soils (paleontological resources), noise, and tribal cultural resources would be reduced to **less than significant** levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service (LOS) and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the proposed Project would not exceed the current thresholds of significance. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with mitigation incorporated with the possible exception of air quality and GHG emissions. The cumulative impacts associated with air quality and GHG emissions will be evaluated in an EIR.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As presented in the environmental checklist discussions, the project would have noise impacts that can be mitigated to less than significant levels with implementation of Mitigation Measures NOI-1, NOI-2, NOI-3 and NOI-4. No significant or adverse impacts related to hazards or hazardous materials were identified. The proposed Project would have impacts to air quality and GHG emissions, both of which will be evaluated in an EIR.

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