

Initial Study / Mitigated Negative Declaration No.2351

PERRIS VALLEY STORM DRAIN CHANNEL TRAIL – PHASE 2

Lead Agency:

City of Perris
Planning Division
135 N. "D" Street
Perris, CA 92570

Prepared by:

Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506

January 2020

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SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

Pursuant to the California Environmental Quality Act (CEQA, *California Public Resources Code*, Sections 21000, et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines, *California Code of Regulations*, Title 14, Sections 15000 et seq.), this Initial Study (IS) has been prepared in order to determine whether implementation of the proposed Perris Valley Storm Drain (PVSD) Channel Trail – Phase 2 Project (proposed Project) would result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This Initial Study has evaluated each of the issue areas contained in the checklist provided in Section 5.0 of this document. The objective of this environmental document is to inform City of Perris decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with implementation of the proposed Project.

If an IS prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures, the Lead Agency shall prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to the CEQA Guidelines (14 California Code of Regulations, Sections 15070–15075). An ND or MND is a statement by the Lead Agency attesting that a project would produce less than significant impacts or that potentially significant impacts can be reduced to less than significant levels with mitigation. If an IS prepared for a proposed project determines it may produce significant effects on the environment, an Environmental Impact Report (EIR) shall be prepared. This further environmental review (i.e., the EIR) is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

Pursuant to the provisions of CEQA and the CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the proposed Project.

1.2 FINDINGS OF THIS INITIAL STUDY

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines. The Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Form is used to evaluate whether or not there are any significant environmental effects associated with implementation of the proposed Project, even with implementation of mitigation measures. The explanation for each answer is also included in Section 5.0.

The Form is used to review the potential environmental effects of the proposed Project for each of the following areas:

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

As identified through the analysis presented in this IS, the proposed Project would have no potentially significant impacts after implementation of mitigation measures that would require the preparation of an EIR.

1.3 CONTACT PERSON

The Lead Agency for the proposed Project is the City of Perris. Any questions about the preparation of the IS, its assumptions, or its conclusions should be referred to the following:

Kenneth Phung, Planning Manager
City of Perris Planning Division
135 North "D" Street Perris, California 92570
(951) 943-5003

SECTION 2.0 PROJECT DESCRIPTION

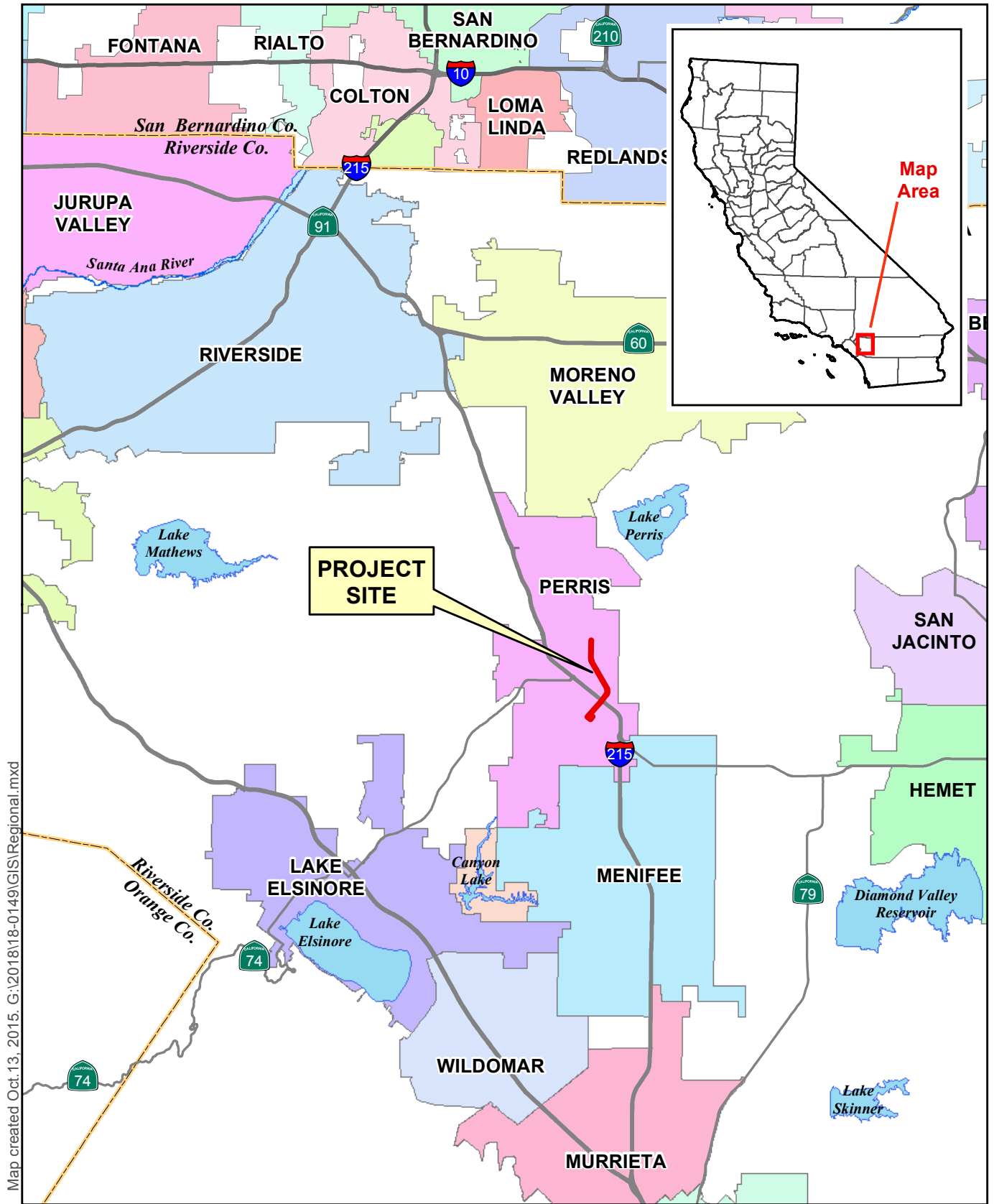
2.1 PROJECT LOCATION AND SETTING

The approximate 3.1-mile trail will be parallel to the Perris Valley Storm Drain Channel extending from Nuevo Road to Case Road in the City of Perris in Riverside County. **Figure 1 – Regional Map** and **Figure 2 – Project Location Map** depicts the regional location and local vicinity of the Project site, respectively. The Project site is located within Section 5, Township 4 South and 5 South, Range 3 West, San Bernardino Base and Meridian.

The Project area is confined to the existing dirt and decomposed granite pathway adjacent to the Perris Valley Storm Drain Channel. The Project area is currently used by Riverside County Flood Control and Water Conservation District to access the Perris Valley Storm Drain Channel for maintenance purposes. The Project site is relatively flat, with a gentle regional slope downwards to the east-southeast, and is situated at an elevation ranging from approximately 1,410 to 1,425 feet above mean sea level.

Land use immediately adjacent the proposed trail alignment includes residential development, agricultural fields, and vacant land as well as the South Perris Metrolink Station.

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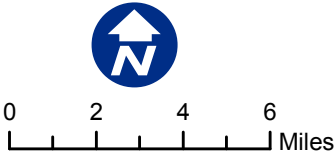


Map created Oct. 13, 2015. G:\2018\18-0149\GIS\Regional.mxd

Source: County of Riverside GIS, 2017

Figure 1 – Regional Map

Perris Valley Storm Drain Channel Trail - Phase 2



C:\2018\18-0149\GIS\Proj_Location.mxd; Map created 14 Jan 2020

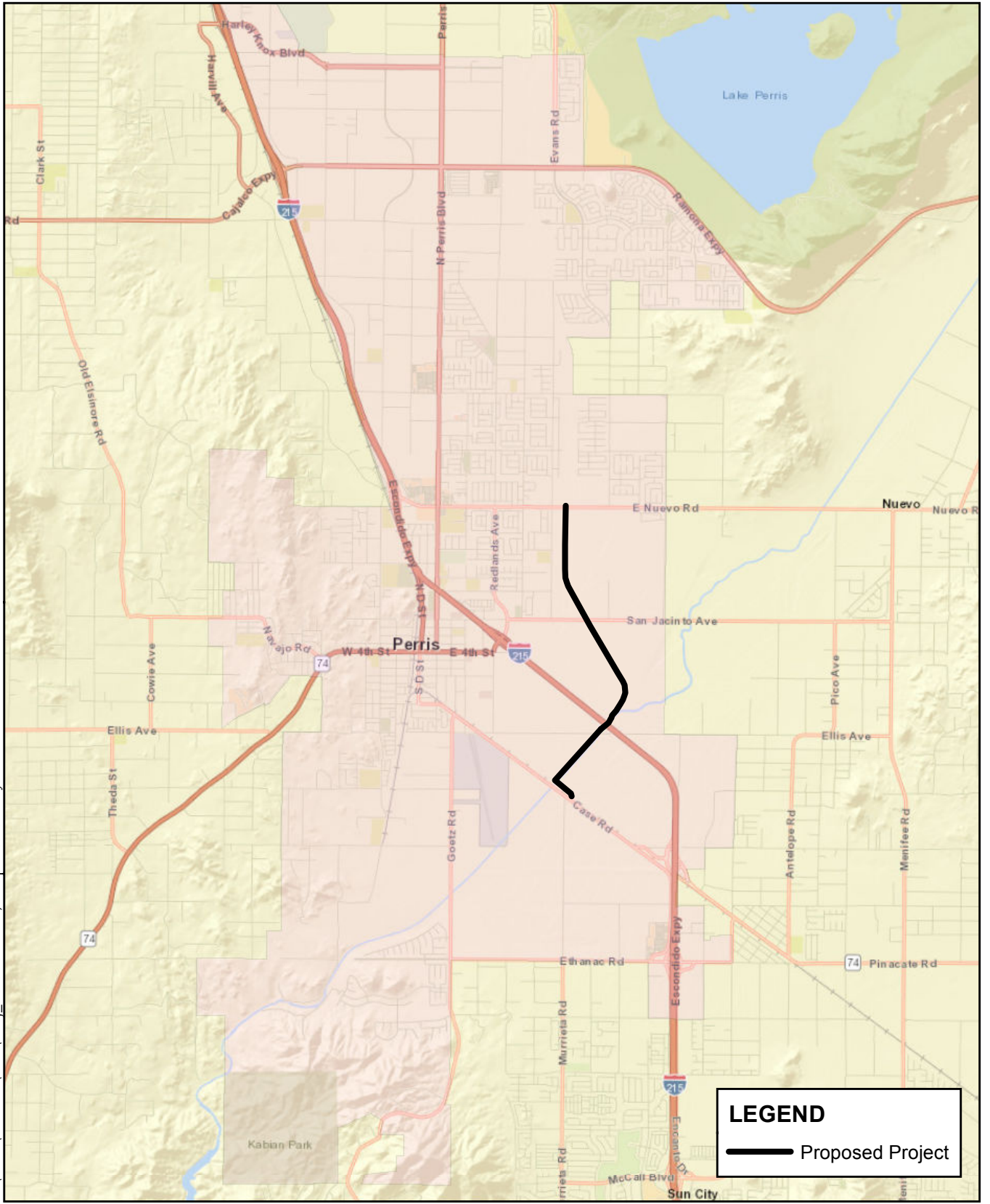


Figure 2 - Project Location

Perris Valley Storm Drain Channel Trail - Phase 2



0 4,000 8,000 12,000 Feet



The Project site is adjacent to the Perris Valley Storm Drain Channel generally following the maintenance roads. The area surrounding the site is currently dominated by vacant land as shown on **Figure 2** and described in the following table.

Direction from Project Site	Land Uses
North	Nuevo Road is the northern boundary of the Project site. Phase 1 segment north of Nuevo Road is currently under construction.
East	Currently vacant land designated as community commercial, residential, Parkwest Specific Plan, New Perris Specific Plan, and Riverglen Specific Plan; South Perris Metrolink Station.
South	Currently vacant land designated as Riverglen Specific Plan and Case Road.
West	Currently vacant land designated for residential, neighborhood commercial, and light industrial uses and the New Perris Specific Plan.

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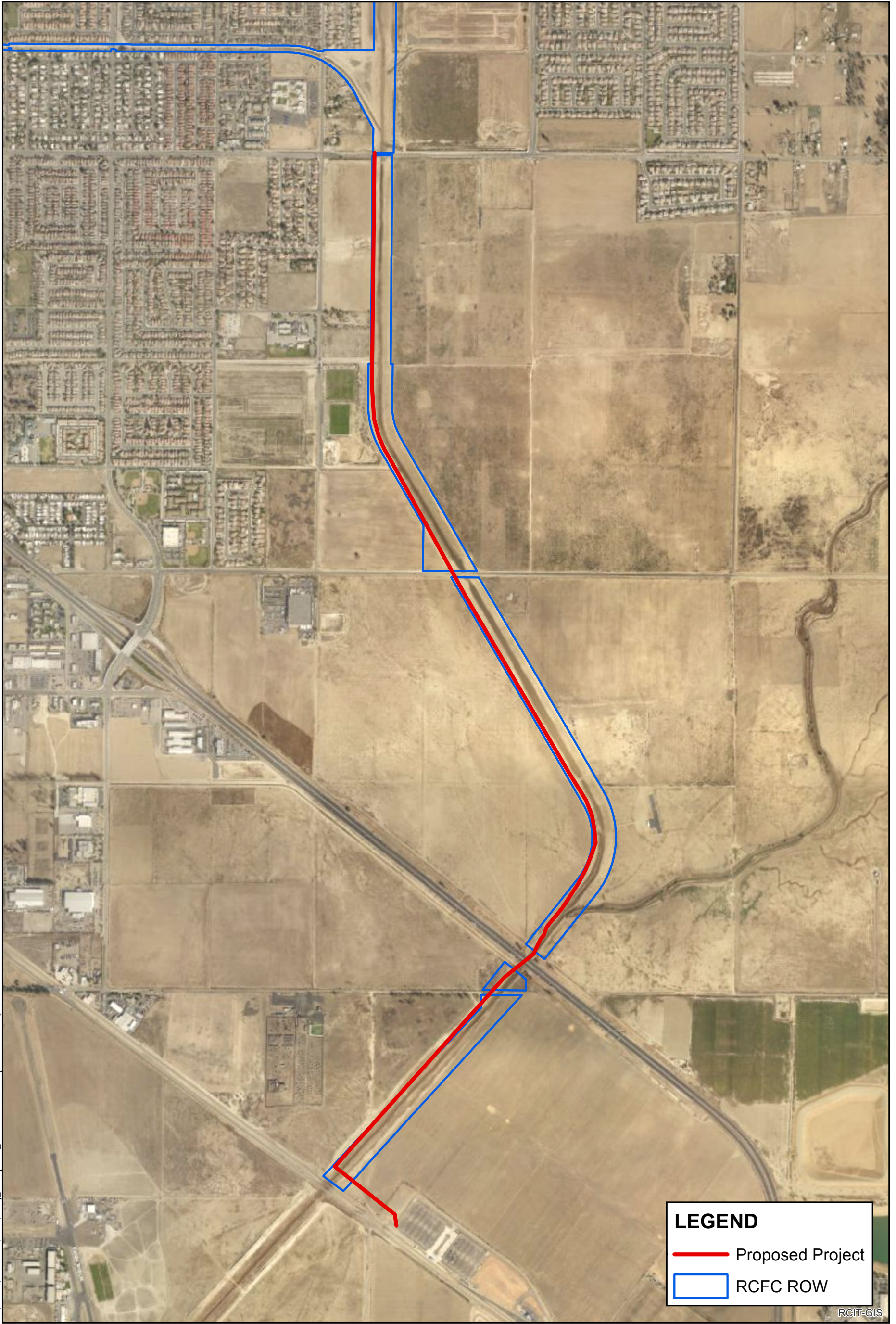
2.2 **PROJECT DESCRIPTION**

The proposed Perris Valley Storm Drain Channel Trail – Phase 2 Project (proposed Project) consists of a 3.1-mile multi-use trail parallel to the Perris Valley Storm Drain (PVSD) Channel extending from Nuevo Road to the South Perris Metrolink Station at Case Road. See **Figure 3 – Proposed Trail Alignment** and **Figure 4 – Typical Trail Cross-Section**.

The proposed trail will replace an existing decomposed granite and dirt maintenance road along the PVSD Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. A six by eight-inch concrete mow curb will separate the trail from the adjacent channel slope. The mow curb will be notched every 10 feet for drainage and would be set two inches above the slope grade and one inch above the trail. Landscaping and fencing are proposed at the street crossing intersection with San Jacinto Avenue and will consist of native, drought resistant vegetation along with a drip irrigation system. Removable bollards will be installed at the public right-of-way to limit access to the trail for bicycle and pedestrian uses only. When access to the trail area is required by Riverside County Flood Control and Water Conservation District (RCFCD), the bollards could be removed as needed to allow maintenance vehicle access. Appropriate easements and permits will be retained with RCFCD and the California Department of Transportation (Caltrans) to allow the trail within land owned by these agencies. Easements or other appropriate agreements will be obtained from private property owners with ownership of the land between the PVSD Channel and the Metrolink Station. No lighting will be installed along the trail. All construction staging will occur within the existing corridor.

The Project will construct a slab-bridge crossing the Metz Channel and the RCFCD channel south of the Interstate 215 (I-215) freeway, an at grade crossing at San Jacinto Avenue, an underpass below the I-215 freeway, and a bridge across the Perris Valley Storm Drain Channel leading to the South Perris Metrolink Station. Safety improvements include installation of signalized crossings and signage at San Jacinto Avenue. The Project will also construct ADA ramps to current standards and interpretive signage to educate trail users.

G:\2018\18-0149\GIS\Proj_Footprint_11x17.mxd; Map created 15 Jan 2020



Sources: Riverside Co. GIS, 2020; USDA NAIP, 2016.

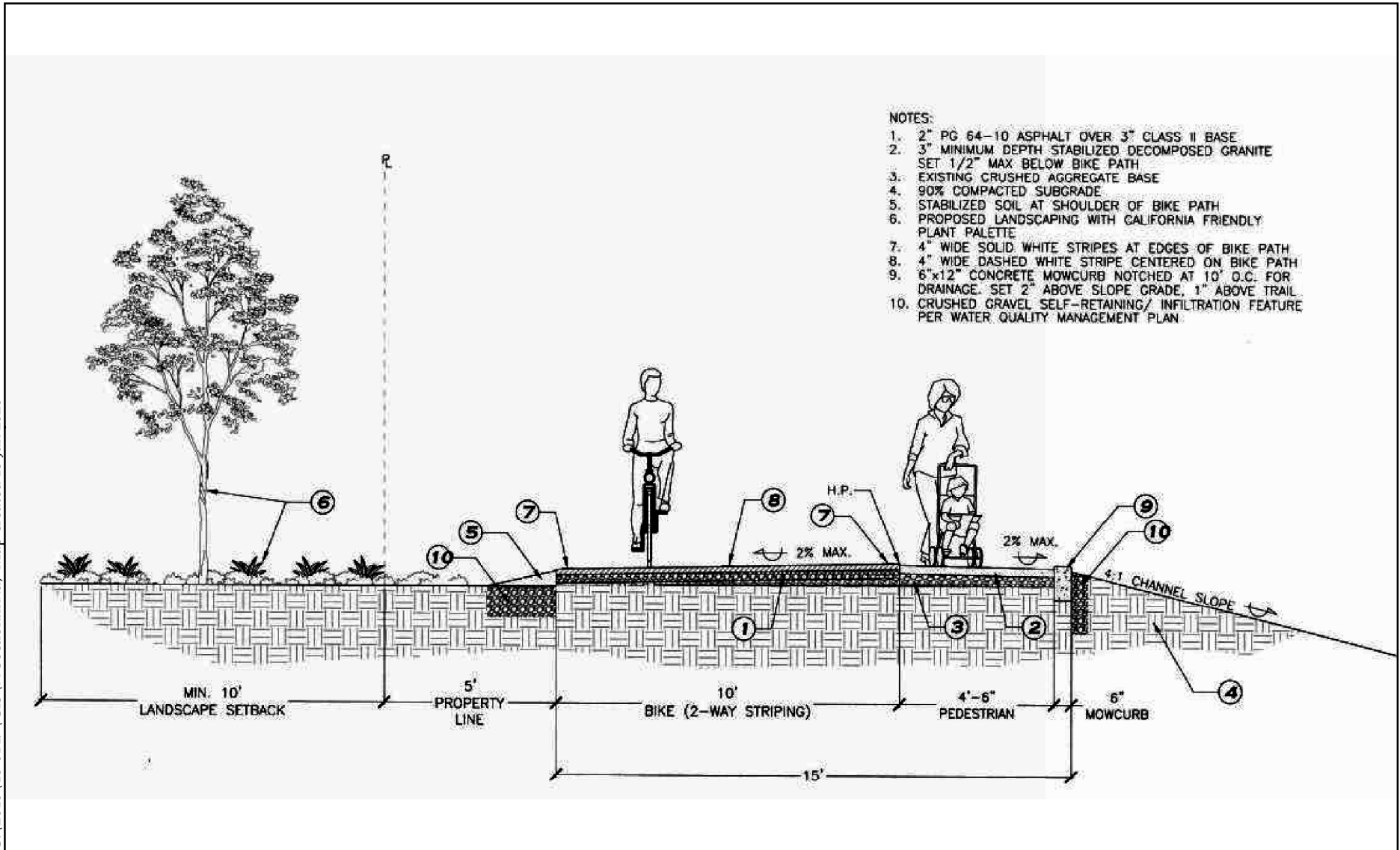
LEGEND

- Proposed Project
- RCFC ROW

0 1,000 2,000 3,000 Feet

Figure 3 - Proposed Trail Alignment
Perris Valley Storm Drain Channel Trail - Phase 2

C:\2018\18-0149\GIS\X-Section.mxd; Map created 15 Jan 2020



Source: Community Works Design Group, 2016

Figure 4 - Typical Trail Cross Section

Perris Valley Storm Drain Channel Trail - Phase 2



Not to Scale

2.3 PROJECT APPROVALS

The following approvals and permits are required from the City of Perris to implement the proposed Project:

- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;

Approvals and permits that may be required by other agencies include:

- Easements and/or encroachment permits from RCFCD and the California Department of Transportation (Caltrans);
- Regional Water Quality Control Board (RWQCB), Santa Ana Region – National Pollutant Discharge Elimination System (NPDES) Construction General Permit; and
- RWQCB, Santa Ana Region – Stormwater Pollution Prevention Plan (SWPPP)

2.4 DOCUMENTS INCORPORATED BY REFERENCE

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

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005.
- *Perris General Plan 2030 Draft Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005.

These reports/studies are available for review at:

Public Service Counter
City of Perris Planning Division
135 North “D” Street
Perris, California 92570
(951) 943-5003

Hours: Monday – Thursday: 8:00 AM to 6:00 PM.

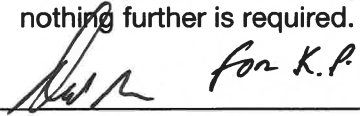
SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input 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 type="checkbox"/> Mandatory Findings of Significance |

SECTION 4.0 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 would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would 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 would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 for K.P.
Signature of Lead Agency Representative

2-11-20
Date

Kenneth Phung
Printed name

City of Perris
Agency

SECTION 5.0 INITIAL STUDY

This section contains the Environmental Checklist Form (Form) for the proposed Project. The Form is marked with findings as to the environmental effects of the Project. An “X” in column 1 requires preparation of additional environmental analysis in the form of an EIR.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City of Perris with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings listed in the attached Form is explained in the Explanation of Checklist Responses following the checklist.

ENVIRONMENTAL CHECKLIST FORM

City of Perris 135 North “D” Street, Perris, California 92570	
Project Title	Perris Valley Storm Drain Channel Trail – Phase 2
Lead Agency Name and Address	City of Perris Engineering Department, 135 North “D” Street, Perris, California 92570
Contact Person and Phone Number	Kenneth Phung, Planning Manager (951) 943-5003
Project Location	The Project is located along the Perris Valley Storm Drain Channel between Nuevo Road and Case Road in the City of Perris, Riverside County, CA (Figure 2 – Project Location Map) Assessor’s Parcel Nos.: 310-180-038, 310-190-014, 310-200-009, 310-220-051, 310-220-053 327-020-003, 327-020-013, 327-020-015, 327-020-017, 327-020-019, 327-020-020, 327-200-016, 327-200-018, 330-090-027, and 330-090-028.
Project Sponsor’s Name and Address	City of Perris 135 N. D Street Perris, CA 92570
General Plan Designation	Public and Riverglen Specific Plan
Zoning Designation	Public and Riverglen Specific Plan

<p>Description of Project</p>	<p>The proposed Project consists of construction of a 3.1 mile multi-use trail parallel to the Perris Valley Storm Drain (PVSD) Channel extending from Nuevo Road to Case Road. (see Figures 3 and 4)</p> <p>The proposed trail will replace the existing decomposed granite and dirt maintenance road along the Perris Valley Storm Drain Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. A six by eight inch concrete mow curb will separate the trail from the adjacent channel slope. The mow curb will be notched every 10 feet for drainage and would be set two inches above the slope grade and one inch above the trail. Landscaping and fencing is proposed at the street crossing intersection and would consist of native, drought resistant vegetation along with a drip irrigation system. Removable bollards will be installed at the public right-of-way to limit access to the trail for bicycle and pedestrian uses only. When access to the trail area is required by Riverside County Flood Control District (RCFCD), the bollards could be removed as needed to allow maintenance vehicle access. Appropriate easements and permits will be retained with RCFCD and Caltrans to allow the trail within land owned by these agencies. Easements or other appropriate agreements will be obtained from private property owners with ownership of the land between the PVSD Channel and the Metrolink Station. No lighting would be installed along the trail. All construction staging will occur within the existing corridor.</p> <p>The Project will construct a slab-bridge crossing the Metz Channel and the RCFCD channel south of the Interstate 215 (I-215) freeway, an at grade crossing at San Jacinto Avenue, an underpass below the Interstate 215 freeway, and a bridge across the PVSD Channel leading to the South Perris Metrolink Station. Safety improvements include installation of signalized crossings and signage at San Jacinto Avenue. The Project will also construct ADA ramps to current standards and interpretive signage to educate trail users.</p>
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<p>Surrounding Land Uses and Setting</p>	<table border="1"> <thead> <tr> <th data-bbox="487 1318 665 1449">Boundary</th> <th data-bbox="665 1318 857 1449">General Plan Land Use Designation</th> <th data-bbox="857 1318 1049 1449">Specific Plan Land Use</th> <th data-bbox="1049 1318 1445 1449">Existing Land Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="487 1449 665 1738">Eastern</td> <td data-bbox="665 1449 857 1738">Community commercial, residential, Parkwest Specific Plan, New Perris Specific Plan, and Riverglen Specific Plan</td> <td data-bbox="857 1449 1049 1738">Residential</td> <td data-bbox="1049 1449 1445 1738">Undeveloped vacant land and South Perris Metrolink Station</td> </tr> <tr> <td data-bbox="487 1738 665 1841">Northern</td> <td data-bbox="665 1738 857 1841">Public</td> <td data-bbox="857 1738 1049 1841">N/A</td> <td data-bbox="1049 1738 1445 1841">PVSD Trail Phase 1 segment north of Nuevo Road that is currently under construction.</td> </tr> </tbody> </table>				Boundary	General Plan Land Use Designation	Specific Plan Land Use	Existing Land Use	Eastern	Community commercial, residential, Parkwest Specific Plan, New Perris Specific Plan, and Riverglen Specific Plan	Residential	Undeveloped vacant land and South Perris Metrolink Station	Northern	Public	N/A	PVSD Trail Phase 1 segment north of Nuevo Road that is currently under construction.
Boundary	General Plan Land Use Designation	Specific Plan Land Use	Existing Land Use													
Eastern	Community commercial, residential, Parkwest Specific Plan, New Perris Specific Plan, and Riverglen Specific Plan	Residential	Undeveloped vacant land and South Perris Metrolink Station													
Northern	Public	N/A	PVSD Trail Phase 1 segment north of Nuevo Road that is currently under construction.													

	<table border="1"> <tr> <td>Southern</td> <td>Riverglen Specific Plan and Public</td> <td>Residential</td> <td>Undeveloped vacant land and Case Road.</td> </tr> <tr> <td>Western</td> <td>Residential, Neighborhood Commercial, LI, and New Perris Specific Plan</td> <td>Research and Development, Golf Course, Hotel, Commercial.</td> <td>Undeveloped vacant land.</td> </tr> </table>	Southern	Riverglen Specific Plan and Public	Residential	Undeveloped vacant land and Case Road.	Western	Residential, Neighborhood Commercial, LI, and New Perris Specific Plan	Research and Development, Golf Course, Hotel, Commercial.	Undeveloped vacant land.
Southern	Riverglen Specific Plan and Public	Residential	Undeveloped vacant land and Case Road.						
Western	Residential, Neighborhood Commercial, LI, and New Perris Specific Plan	Research and Development, Golf Course, Hotel, Commercial.	Undeveloped vacant land.						
Other public agencies whose approval is required	Riverside County Flood Control and Water Conservation District, Regional Water Quality Control Board, Caltrans								
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, there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Yes. The City’s compliance with AB 52 is discussed in <i>Threshold 18a</i> , below.								

Remainder of page intentionally blank.

5.1. AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

References: Caltrans, Perris 2005a, Perris 2005b, Project Proposal

Explanation of Checklist Answers

1a-d. No impact. The proposed Project is not located within the vicinity of a scenic vista, scenic resources, including trees, rock outcroppings, historic buildings, or a state scenic highway. The proposed trail would be located within an existing maintenance pathway corridor adjacent to the PVSD Channel. The storm channel is highly disturbed from construction of channel stabilization features and clearing for flood control purposes and does not contain any unique visual resources. The existing site is currently disturbed by routine maintenance and surrounded by vacant land, agricultural land uses, and residential land uses. Construction of a bicycle and pedestrian pathway as well as native landscaping would not adversely affect sensitive views or degrade the visual character of the site. The proposed Project would not include trail lighting; therefore, it would not introduce new sources of light or glare. No impact will occur as no vertical structures are proposed.

Remainder of page intentionally blank.

5.2. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: Perris 2005b, Perris 2016a, FMMP, RCIT, Riverside 2015a,

Explanation of Checklist Answers

2a. Less than significant impact. The Project site is identified as primarily Farmland of Local Importance by the Farmland Mapping Management Program of the California Resources Agency (FMMP). The Project traverses a small portion of Unique Farmland and Farmland of Statewide Importance along the portion of the trail east of the PVSD Channel connecting to the Metrolink Station (RCIT). However, the Project site is not located on actively used farmland; since the Project site is largely confined to an existing maintenance road adjacent to the PVSD Channel, it would not result in the conversion of farmland, and impacts are less than significant.

2b. No impact. The City’s 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City and the proposed Project site is not covered under a Williamson Act Contract (Perris 2005b, p. VI-3). Both the Land Use and Zoning for the Proposed Project site is designated as Public and Riverglen Specific Plan. Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use nor a Williamson Act Contract and no impacts are anticipated.

2c. No impact. The City of Perris has zoned the Project site as Public and Riverglen Specific Plan. There is no existing or proposed zoning of forest land, timberland, or Timberland Production Zones within the City and there is no commercial forestry or timber production industry within the City (Perris 2016a). Therefore, implementation

of the proposed Project will not impact forestland or timberland as defined by Public Resources Code section 4526, or a Timberland Production Zone as defined by Government Code section 51104(g).

2d. No impact. As discussed in *Threshold 2c*, above, there is no land zoned forest land within the City. Further, there are no existing land use designations explicitly for timber production zones or other commercial timber activities within the larger County of Riverside area (Riverside 2015a, p. 4.5-11). Therefore, implementation of the proposed Project will have no impact on land zoned for forest land and will not result in the conversion of forest land to non-forest uses.

2e. Less than significant impact. The Project site is bordered by agricultural lands that are likely to convert with or without this Project as the City’s General Plan does not envision the lands to continue in agriculture. Less than significant impacts related to farmland conversion will result.

5.3. AIR QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: Perris 2005b, SCAQMD 2003, SCAQMD 2005, SCAQMD 2017, CARB 2018, Webb 2018a

Explanation of Checklist Answers

3a. No Impact. The City is located within the South Coast Air Basin (herein after “the Basin”), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD has prepared and regularly updates an Air Quality Management Plan (AQMP) for the Basin to establish a comprehensive program to lead the Basin into compliance with all federal and state air quality standards, the most recent of which is the 2016 AQMP (SCAQMD 2017).

The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections, which for the City are contained within the GP. In other

words, if projects are consistent with the GP land uses, they are also consistent with the AQMP. Since the proposed Project only involves a trail and contains no land use changes from those analyzed in the City's GP, the Project is in compliance with the AQMP. Therefore, Project will not conflict or obstruct any air quality plan, or contribute to air quality violation, and there is no impact.

- 3b. Less than significant impact.** The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB 2018).

The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site preparation and Project construction, whereas long-term impacts are associated with Project operation. A discussion of the Project's potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions

Construction of the proposed trail would generate temporary, short-term emissions. According to the Air Quality/ Greenhouse Gas Analysis (Webb 2018a, Appendix A) construction of the proposed project would not generate emissions exceeding the SCAQMD regional or localized thresholds for short-term emissions (Webb 2018a, p. 3-4).

Operational Emissions

The proposed Project does not include land use changes and only involves surficial grading to an existing area of flat grade. The proposed bicycle and pedestrian trails would provide additional facilities for active modes of transportation. By providing an opportunity for zero- to low-emission transportation, the Project may have a beneficial effect on overall emissions during its operation. The proposed Project would not generate an increase in vehicle trips; thus, operation of the Project would not generate significant amounts of air pollutant emissions (Webb 2018a, p. 2, 4). Therefore, the Project's cumulative impact to air quality is considered less than significant.

- 3c. Less than significant impact.** Sensitive receptors include residential uses, school playgrounds, childcare facilities, athletic facilities, hospitals, retirement homes, and convalescent homes (SCAQMD 2005). The closest existing sensitive receptor to the Project site is a residential lot and park approximately 38 meters (125 feet) west of the PVSD Channel. The construction local significance threshold (LST) analysis completed in the AQ/GHG Analysis (Webb 2018a, Appendix A) for this Project determined that the Project is not exposing sensitive receptors to substantial pollutant concentrations because no pollutant emissions exceed the LST (Webb 2018a, p. 4).

Additionally, no sensitive uses are proposed for the Project site. The Project's is a proposed trail that will replace an existing decomposed granite and dirt maintenance road along the Perris Valley Storm Drain Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. The Project does not include any residential or otherwise sensitive receptors.

Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations. Less than significant impact is anticipated.

- 3d. Less than significant impact.** The human nose is the best means of determining the strength of an odor; however, not all people are equally sensitive and they do not always agree about the severity of an odor once it is detected. Therefore, precise documentation of the strength and nature of an odor is generally unavailable.

It is anticipated that the major potential sources of dust and odor from the proposed Project would occur during construction, particularly from construction equipment exhaust. However, this impact would be limited to the immediate vicinity of the proposed Project site and short-term. Land use immediately adjacent the proposed trail alignment includes residential development, agricultural fields, and vacant land.

Additionally, SCAQMD has developed a Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning that also outlines major common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries (SCAQMD 2005, p. 2-2). The proposed trail does not include uses that are on SCAQMD's list of facilities that are known to be prone to generate odors. Consequently, the Project won't expose substantial numbers of people to odors, because the Project does not propose land uses that create odors as defined by SCAQMD. Therefore, odor-related impacts will be less than significant.

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5.4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, 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, 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

References: Perris 2003, GLA 2020

Explanation of Checklist Answers

4a. Less than significant impact with mitigation. The proposed Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan; therefore, an MSHCP consistency analysis was prepared and is contained within the Natural Environmental Study prepared by Glenn Lukos Associates (GLA) (Appendix B).

Nearly the entirety of the Project site and study area (extending approximately 50 feet beyond the Project footprint) is located within RCFCD right-of-way and easements, as the trail follows the PVSD Channel, which is an RCFCD-owned facility. The PVSD Channel is also designated as Public/Quasi-Public (PQP) Lands per the MSHCP, and so portions of the Project study area are located within PQP Lands. Specifically, the portion of the trail alignment from Nuevo Road to I-215 extends along the western edge of PQP Lands associated with the PVSD Channel. The uppermost portion of the trail alignment (approximately 7,500 linear feet) is not located within the MSHCP Criteria Area. A small portion of the Project alignment

(approximately 1,100 linear feet) extends through the southwest corner of Cell Group G (Cell 3069) of the Mead Valley Area Plan. Nearly the remainder of the alignment (approximately 6,500 linear feet) is located within portions of Criteria Cells 3173, 3174, 3276, and 3277. (GLA 2020, p. 21)

However, the proposed Project is considered a Covered Activity as a trail project, pursuant to Volume I, Section 7.4.2 of the MSHCP (MSHCP Figure 7-4) and is not subject to the MSHCP Reserve Assembly requirements. The southernmost portion of the Project alignment at Case Road extends through an existing MSHCP Conservation Easement that mostly occurs on the western side of the San Jacinto River/PVSD Channel, but also extends across the river overlapping with the RCFCD right-of-way. (GLA 2020, p. 21)

The Project alignment is located within the Narrow Endemic Plant Species Survey Areas (NEPSSA) 3 and Criteria Area Plant Species Survey Areas (CAPSSA) 3. Portions of the Project alignment are located within the Burrowing Owl Survey Area and Mammal Survey Area, but it is not located within the Amphibian Survey Area. Within the designated Survey Areas, the MSHCP requires habitat assessments, and focused surveys within areas of suitable habitat. (GLA 2020, p. 21)

Based on the results of the habitat assessment and focused surveys, no special-status plants were detected within the Project study area. The Project alignment has been designed to avoid direct impacts to special-status plants by positioning the alignment almost entirely within existing dirt roads that do not support special-status plants. Downstream of I-215, a known population of the San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*) occurs on the eastern side of the San Jacinto River between I-215 and Case Road. The Project alignment will primarily be located on the western side of the river in order to avoid the crownscale population, and then will cross the San Jacinto River south of the population. Therefore, the proposed Project would not result in direct impacts to special-status plant species. Indirect impacts to San Jacinto Valley crownscale will be mitigated to a less than significant level through the implementation of mitigation measures **MM BIO 1** and **MM BIO 2**, which require construction fencing and educational signage. (GLA 2020, pp. 39-40)

MM BIO 1: All ground disturbing activities related to the proposed Project will be limited to the Project footprint. Prior to ground disturbing activities, the boundary of the Project footprint will be demarcated with temporary orange construction fencing where the alignment is located near sensitive areas. The fencing will be installed under the direction of a qualified biologist, and will be maintained and periodically monitored in place until ground disturbing activities are completed.

MM BIO 2: Educational signage will be installed along the trail alignment to educate trail users about rare plants associated with the San Jacinto River floodplain.

Focused surveys were conducted for burrowing owl in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions.

Burrowing owls were detected occupying burrows (including natal burrows) in the Project study area but not within the Project footprint. One natal burrow supporting a breeding owl pair was detected approximately 300 feet east of the study area on the opposite side of the PVSD Channel from the trail alignment, adjacent to an access road atop the eastern bank of the PVSD Channel. Burrowing owls associated with this family group were observed at additional satellite burrows, including two located within the study area, but outside the Project footprint. Therefore, the Project would not impact occupied burrows (including natal burrows), because all occupied burrows were located outside the Project footprint.

Although the Project would not impact occupied burrows based on existing survey data, there is some potential for burrows within the Project footprint in the future that could become occupied by burrowing owls. However, since the majority of the Project footprint contains the existing access road, the potential for burrows would be limited to the berms separating the road from the PVSD Channel, portions of the Project footprint that include the agricultural fields, and where the trail would cross the San Jacinto River. Furthermore, given the active use of the road and tilling of the adjacent agricultural lands, burrowing owls are not expected to nest within the Project footprint or the broader study area. (GLA 2020, p.40)

In addition, given the proximity of burrowing owls detected adjacent to the Project footprint and the suitability of habitat within the Project footprint, the Project would have the potential to indirectly impact burrowing owls due to construction noise if owls are present at the time of construction, particularly if breeding owls are present. With the implementation of mitigation measure **MM BIO 3**, below, the Project will avoid direct impacts to burrowing owls and minimize indirect impacts, as prescribed by the MSHCP. As a result, impacts to burrowing owl will be less than significant with mitigation. (GLA 2020, pp. 40-41)

MM BIO 3 A pre-construction burrowing owl survey will be conducted no more than 30 days prior to ground-disturbing activities (e.g., vegetation clearing, equipment staging, grading, etc.) associated with the Project to ensure that no owls are occupying burrows within or immediately adjacent to the Project footprint in the days or weeks preceding the ground-disturbing activities. If burrowing owls are present prior to the initiation of ground-disturbing activities, the Project proponent will notify the Regional Conservation Authority (RCA) and the Wildlife Agencies (USFWS and CDFW) and will coordinate regarding the potential need for owl relocation and/or biological monitoring. If the species is not found during the pre-construction survey, no further action is required.

If burrowing owls are detected within or adjacent to the Project footprint during the pre-construction survey, then through coordination with the RCA and Wildlife Agencies the Project proponent will prepare a Burrowing Owl Protection and Relocation Plan. The purpose of the Plan will be to avoid direct harm to burrowing owls and to minimize indirect impacts to owls during construction. As applicable, the Plan will address procedures for relocating burrowing owls from the Project footprint and to monitor burrowing owls adjacent to the Project footprint during construction. The Plan will be provided to the RCA and the Wildlife Agencies for review and approval.

A focused trapping survey for special-status small mammal species was conducted, focusing on Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), as the study area is located within the MSHCP Mammal Survey Area. Suitable habitat was absent in the study area and no special-status small mammal species were trapped (GLA 2020, pp. 16, 32-33). Therefore, no impacts to special-status small mammal species will occur.

The Project study area contains shrubs, grasses and forbs, and bare ground that provide suitable habitat for nesting migratory birds. Impacts to nesting birds are prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC). With the exception of burrowing owl, which is addressed above, development of the Project footprint does not pose a biologically significant impact to native nesting birds under CEQA. This is because the species of native birds with potential to nest within the study area are common and abundant to the region (e.g. killdeer) and the number of individuals possibly impacted would not substantially reduce existing local or regional populations. The MBTA and the FGC do not make a distinction based upon the stability and/or abundance of populations, but instead prohibit the “take” of any native bird. (GLA 2020, p. 49) As such, the implementation of mitigation measure **MM BIO 4** requires compliance with the MBTA and the Fish and Game Code and reduces potential impacts to nesting birds to less than significant:

MM BIO 4: Vegetation clearing should be conducted outside of the nesting season (February 1 through September 15) to avoid impacts to nesting birds, including raptors. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests (generally between 200 and 500 feet for raptors and between 50 and 300 feet for passerine species, with specific buffer widths to be determined by a qualified biologist), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds have fledged and left the nest.

The Project site and study areas contain suitable foraging habitat for the following eight special-status wildlife species: loggerhead shrike (*Lanius ludovicianus*), white-tailed kite (*Elanus leucurus*), golden eagle (*Aquila chrysaetos*), northern harrier (*Circus cyaneus*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), pocketed free-tailed bat (*Nyctinomops femorosaccus*), the western mastiff bat (*Eumops perotis californicus*), and western yellow bat (*Lasiurus xanthinus*). Impacts to suitable foraging habitat for these species would not represent a biologically important impact on a local or regional level, considering the relatively low level of sensitivity of the species, the disturbed nature of the Project site, and that the Project site and study area is nearly surrounded by large tracts of similar undeveloped suitable foraging habitat. Furthermore, since the proposed trail will consist of asphalt and decomposed granite pathways, the trail surface will provide similar attractants as the existing dirt road for thermoregulating animals, and so similar functionality is expected for foraging opportunities for birds. However, daytime usage by wildlife may be affected by public use. The proposed trail alignment may also provide similar attractants for bat prey. In addition, the first four species are covered by the MSHCP, which through the reserve assembly, has

adequately conserved habitat for these species on a regional level. (GLA 2020, pp. 41-47)

With implementation of **MM BIO 1** through **MM BIO 4**, impacts to special-status species are reduced to less than significant.

- 4b. No impact.** The entirety of the Project site and study area is in a disturbed and agricultural condition and has been subject to high levels of continuous human disturbance for decades, in the form of flood control operations and maintenance, roadway maintenance, agricultural operations, and unauthorized off-highway vehicle use. (GLA 2020, p. 19)

No special-status habitats are present within the Project site or study area; however, MSHCP Riparian/Riverine Resources are present in the Project study area, inclusive of approximately 0.58 acre of riparian vegetation consisting of disturbed alkali meadow and emergent wetland. No vernal pools, other pool or depression habitats, or fairy shrimp habitat are present within the Project study area. Although the proposed Project alignment intersects with MSHCP Riparian/Riverine Resources located within the Metz Channel, RCFCD Channel south of the I-215 (also known as the G-Street Channel), an unnamed ephemeral drainage, and PVSD Channel/San Jacinto River, each of these crossings have been designed to fully span these resources. For this reason, the Project would not result in a loss of function associated with MSHCP Riparian/Riverine Resources and no impacts to MSHCP Riparian/Riverine Resources would occur as a result of the proposed Project. (GLA 2020, pp. 21-22, 36-37) Therefore, no impact to riparian habitat or other sensitive communities will occur.

- 4c. No impact.** The Project study area contains features regulated by the Santa Ana Regional Water Quality Control Board (RWQCB), CDFW and United States Army Corps of Engineers (USACE). USACE and RWQCB jurisdiction within the Project study area total approximately 0.70 acre, of which 0.07 acre consists of jurisdictional wetlands. CDFW jurisdiction within the Project study area totals approximately 8.49 acres, of which 0.58 acre consists of vegetated riparian habitat. Although the proposed Project alignment intersects with the Metz Channel, RCFCD Channel south of the I-215 (also known as the G-Street Channel), an unnamed ephemeral drainage, and PVSD Channel/San Jacinto River, each of these crossings have been designed to fully span the extent of USACE, RWQCB, and CDFW jurisdiction. In addition, the portion of the trail alignment to be constructed under the I-215 bridge will be located outside of the jurisdictional limits of the San Jacinto River channel between the outside bridge pier and abutments. (GLA 2020, pp. 35-36) Therefore, no impacts to state or federally designated wetlands would occur as a result of the proposed Project.

- 4d. Less than significant impact.** The Project site and study area currently consists of open, primarily undeveloped land, with the exception of the existing San Jacinto Avenue in the northern portion and a small sliver of the existing South Perris Metrolink Station at the southwestern terminus. (GLA 2020, p. 21)

The proposed Project is not expected to pose a constraint to habitat connectivity, as it will consist of an at-grade multi-use trail. The multi-use trail may include split-

rail fencing in certain areas, but this will not substantially alter the existing topography within the study area. (GLA 2020, p. 21)

As stated in *Threshold 4a*, above, the Project site and study area is partially located within PQP Lands and extends through portions of multiple MSHCP Criteria Cells. However, the proposed Project is considered a Covered Activity as a trail project, pursuant to Volume I, Section 7.4.2 of the MSHCP and is not subject to the MSHCP Reserve Assembly requirements. Moreover, the Project is subject to the Joint Project Review (JPR) process, where the Project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP. (GLA 2020, pp. 21, 50)

Through compliance with the MSHCP and for the reasons outlined above, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

- 4e. Less than significant impact with mitigation.** The City of Perris has adopted an ordinance (Ordinance No. 1123) to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP and has also adopted the following General Plan policies for the protection of biological resources:

Goal II	Preservation of areas with significant biotic communities.
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
Measure II.A.2	Public and private projects, located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.
Measure II.A.3	Public and private projects that are also subject to federal or State approval with respect to impacts to Water of the U.S. and/or Streambeds require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.
Goal III	Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).
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.

As documented in this Initial Study, the requisite biological surveys have been completed, impacts to jurisdictional waters will be avoided, appropriate mitigation measures implemented (**MM BIO 1** through **MM BIO 4**), and the Project is an MSHCP covered activity. Thus, the Project will not conflict with any local policies or ordinances to protect biological resources and impacts will be less than significant with mitigation incorporated.

- 4f. Less than significant impact with mitigation.** As stated in *Threshold 4a*, above, an MSHCP consistency analysis was prepared and is contained in Appendix B. The Project site and study area is partially located within PQP Lands and extends through portions of multiple MSHCP Criteria Cells. However, the proposed Project is considered a Covered Activity as a trail project, pursuant to Volume I, Section 7.4.2 of the MSHCP and is not subject to the MSHCP Reserve Assembly requirements.

Because the Project study area is within Criteria Cells, the Project is subject to the MSHCP JPR process. The City initiated the JPR process in February 2020 and will incorporate the JPR recommendations into the Project.

In accordance with the MSHCP, the proposed Project was reviewed for consistency with the MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). The Project's consistency with each section is discussed below.

Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

Section 6.1.2 of the MSHCP requires that site-specific focused surveys for species associated with Riparian/Riverine areas are conducted for all public and private projects where appropriate habitat is present. No suitable habitat is present in the Project study area for species associated with Riparian/Riverine habitats. (GLA 2020, p. 50)

Section 6.1.3 Protection of Narrow Endemic Plant Species

The proposed Project site and study area is located within the NEPSSA 3 and CAPSSA 3 survey areas. No special status plants were detected within the study area during focused surveys and therefore no direct impacts would occur as a result of the proposed Project. The Project alignment has been designed to avoid impacts to special-status plants by positioning the alignment almost entirely within existing dirt roads that do not support special-status plants. Downstream of I-215, a known population of the San Jacinto Valley crownscale occurs on the eastern side of the San Jacinto River between I-215 and Case Road. The alignment will be located on the western side of the river in order to avoid the crownscale population, and then will cross the San Jacinto River south of the population. Indirect impacts to San Jacinto Valley crownscale will be mitigated to a less than significant level through the implementation of mitigation measures **MM BIO 1** and **MM BIO 2**, which requires construction fencing and educational signage. Therefore, the proposed Project is compliant with Section 6.1.3 of the MSHCP. (GLA 2020, p. 50)

Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The Project will implement measures to reduce indirect impacts to MSHCP Conserved Lands as discussed in the following paragraphs.

Drainage/Barriers//Grading/Toxics: The Project has been designed to avoid impacts to existing drainages crossed by the Project alignment by constructing

bridges to span the upper banks of these drainages and will not affect drainage from the surrounding watershed to the PVSD Channel or San Jacinto River, or drainage patterns within the San Jacinto River itself. Where the edge of the trail abuts against the edge of the PVSD Channel or San Jacinto River, a six-inch by eight-inch concrete mow curb will separate the trail from the adjacent channel slope. The mow curb will be notched every 10 feet for drainage and would be set two inches above the slope grade and one inch above the trail. The mow curb will define a barrier between the trail and the PVSD/River, while allowing water to drain off of the trail and down the adjacent slope, as it does in the existing condition. A narrow landscaping strip may be placed along the outer edge of the trail (away from the PVSD); however, no fertilizers or other chemicals will be used in the landscaping with the potential to enter the PVSD or downstream areas in the San Jacinto River. Immediately southeast of the proposed San Jacinto River crossing, signage will be placed along the trail alignment to educate trail users about rare plants associated with the San Jacinto River floodplain (**MM BIO 2**). The proposed Project will be constructed at grade with existing topography along both the PVSD Channel and San Jacinto River and will not result in grading extending into those areas. (GLA 2020, pp. 51, 53.)

Lighting: Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased. No lighting will be installed along the trail. (GLA 2020, p. 52.)

Invasives: Project-related landscaping will avoid the use of invasive plant species identified in MSHCP Table 6-2. Landscaping will consist of native (non-invasive), drought resistant vegetation (GLA 2020, p. 52)

For the reasons set forth in the preceding paragraphs, the Project will be compliant with Section 6.1.4 of the MSHCP.

Section 6.3.2 Additional Survey Needs and Procedures

The Project site and study area are located within Additional Study Areas for burrowing owl, special-status small mammals, NEPSSA plan species, and CAPSSA plant species. As previously discussed, focused surveys for these species were conducted within the Project study area. No special-status small mammals were detected during focused surveys. No special status plants were detected within the study area during focused surveys and therefore no direct impacts would occur as a result of the proposed Project. Indirect impacts to San Jacinto Valley crownscale will be mitigated to a less than significant level through the implementation of mitigation measures **MM BIO 1** and **MM BIO 2**, which requires construction fencing and educational signage. Additionally, burrowing owls were detected occupying burrows within the study area (and 500-foot buffer area) during the 2018 focused breeding season surveys, but outside of the Project footprint. One natal burrow supporting a breeding owl pair was detected approximately 300 feet east of the study area on the opposite side of the PVSD Channel from the trail alignment, adjacent to an access road atop the eastern bank of the PVSD Channel. Burrowing owls associated with this family group were observed at additional satellite burrows, including two located within the study area, but outside of the Project footprint.

Although the Project would not impact occupied burrows based on existing survey data, there is some potential for burrows within the Project footprint in the future

that could become occupied by burrowing owls. With the implementation of these measures, mitigation measure **MM BIO 3**, the Project will avoid direct impacts to burrowing owls and minimize indirect impacts, as prescribed by the MSHCP.. With the requisite biological surveys completed and implementation of applicable mitigation measures, the Project will be compliant with MSHCP Section 6.3.2. Lastly, the Project shall implement applicable best management practices outlined in in Volume I, Appendix C of the MSHCP. (GLA 2020, pp. 53-55.)

In sum, the Project will complete the JPR process and implement mitigation measures **MM BIO 1** through **MM BIO 3** ensure the Project is consistent with the MSHCP. Additionally, the City is required to pay MSHCP fees. Therefore, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will be less than significant with mitigation.

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

References: PaleoWest 2020

Explanation of Checklist Answers

5a-c. Less than significant impact. According to the cultural resources investigation (PaleoWest 2020), one previously identified historic-period archaeological resource, an abandoned railroad spur alignment, intersects the Project site as a result of the records search. However, no evidence of this resource was identified within the Project site during the field survey. No archaeological resources were identified in the Project site during the pedestrian surveys. Five built-environment resources (Perris Valley Storm Drain Channel, San Jacinto River Channel, Nuevo Road OC Bridge, San Jacinto River Bridge, and the San Jacinto Valley Railway) intersects with the Project site as a result of the records search. During the pedestrian surveys, six historical resources were identified within the Project site that possess sufficient integrity for further evaluation. These resources include: the Perris Valley Storm Drain Channel, the San Jacinto River Channel, the San Jacinto Valley Railway, Nuevo Road and Nuevo Road OC Bridge, and San Jacinto Avenue, and Interstate-215 and San Jacinto River Bridge. Analysis of these resources concluded that Interstate-215 is exempt from evaluation. The San Jacinto Valley Railway, Nuevo Road OC Bridge, and San Jacinto River Bridge were all previously determined not eligible for listing in the California Register of Historical Resources (CRHR). None of the remaining resources could be recommended as eligible for listing on the CRHR.

Also, the trail Project will be on flat land and will only require minor surficial grading work along an existing decomposed granite and dirt maintenance road along the PVSD Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. Based on the Project scope and research data, no further cultural resources work is recommended for the proposed Project. The following standard conditions will be implemented in the case of unanticipated discoveries during construction.

Unanticipated Discovery of Cultural Resources. If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

Unanticipated Discovery of Human Remains. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Since the Project is required to comply with California Health & Safety Code Section 7050.5, 5097.98, and 15064.5(e), impacts are less than significant.

5.6 ENERGY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>

References: Webb 2018a

Explanation of Checklist Answers

6a-b. Less than significant impact. The Project will improve 3.1 miles of trail. As an infrastructure project, the majority of impact will be short-term with only infrequent, routine maintenance occurring post-construction. The Project’s short-term

construction would last approximately 10 months. Project construction would require the use of construction equipment for grading, paving, as well as construction workers and vendors traveling to and from the Project site (Webb 2018a). Construction equipment requires diesel as the fuel source and construction worker and vendor trips use both gasoline and diesel fuel.

Fuel consumption from on-site heavy-duty construction equipment and construction would be temporary in nature and uses a limited number of equipment, which would represent a negligible demand on energy resources. Additionally, the Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency because the Project consists of trail improvements that promotes active modes of transportation. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For these reasons, the Project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy during Project construction or operation.

5.7. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, or that would become unstable as a result of the project, and potentially result in onsite or offsite 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 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5.7. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: Perris 2005a, Perris 2005b, RCIT

Explanation of Checklist Answers

7a(i). No impact. There are no mapped Alquist-Priolo Zones within the City and there are no County of Riverside-designated special status studies fault zones (Perris 2005a, p. SE-3). Because no habitable structure is proposed and the trail improvements will be constructed in accordance with standard soil engineering practice and current code specifications, no impact related to surface rupture will be anticipated.

7a(ii). No impact. Although there are no faults directly within the City, there are several active faults within the Southern California region that may contribute to ground shaking at the Project site, including: San Andreas, San Jacinto, Cucamonga, and Elsinore Faults (Perris 2005b, p. VI-10). However, since no habitable structure is proposed and the trail improvements will be constructed in accordance with standard soil engineering practice and current code specifications, no impact related to strong ground shaking are anticipated.

7a(iii). Less than significant impact. Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface (Perris 2005a, p. SE-9). The Riverside County GIS website indicates that the proposed Project site is located within a zone of moderate liquefaction potential (RCIT). A standard soils report will be prepared prior to grading work to address any potential low ground water level, soil compaction, and base materials. Therefore, less than significant impacts are anticipated.

7a(iv). No impact. A combination of geologic conditions leads to landslide vulnerability. These include high seismic potential; rapid uplift and erosion resulting in steep slopes and deeply incised canyons; highly fractured and folded rock; and rock with inherently weak components such as silt or clay layers. The Slope Instability Map of the Safety Element of the City’s GP indicates those areas of the City where new development may be at risk from seismically induced landslides and rockfalls (Perris 2005b, p. VI-11). The Project site is not identified as a high risk area (Perris 2005a, p. 13). The subject site condition is generally flat with the exception of the adjacent PVSD Channel which will not be disturbed. The site is also not located near any areas that possess potential landslide characteristics, therefore no impacts are anticipated.

- 7b. Less than significant impact.** Some soil erosion may occur during construction; however, erosion is expected to be minimal since the proposed Project would be constructed entirely within the existing decomposed granite pathway and existing streets. Minor grading would be required to smooth the surface and prepare the site for trail construction. As such, construction activities would temporarily create the potential for increased erosion. In accordance with NPDES regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2012-0006-DWQ; NPDES No. CAS000002). The implementation of NPDES permits ensures that the state's mandatory standards for the maintenance of clean water and the federal minimums are met. Coverage with the permit would prevent soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by Regional Water Quality Control Board staff. Therefore, less than significant impacts are anticipated.
- 7c. Less than significant impact.** As discussed in *Threshold 7a*iii and *7a*iv, liquefaction and landslides are not considered to be a significant design concern for this Project. The topography of the proposed trail area is relatively flat with no significant shift in elevation. Therefore, there is little potential for lateral spreading or collapse. The Riverside County GIS indicates that the Project site is not in an active subsidence zone (RCIT). Thus, impacts are less than significant.
- 7d. Less than significant impact.** A standard soils report will be prepared prior to grading work to address any potential with expansive soil, and to determine appropriate soil compaction, and base materials. Also, an engineering firm will be retained to design the trail to mitigate any potential impact associated with expansive soil. Therefore, less than significant impacts are anticipated.
- 7e. No impact.** The trail Project will not require sewer connection. No impacts are anticipated.
- 7f. Less than significant impact.** According to the Perris GP Conservation Element, the Project is within Paleontological Sensitivity Area 5 (Low to High Sensitivity, which contains young Quaternary alluvium overlying older Pleistocene fan deposits. Once excavation in this area reaches five feet below the modern ground surface, the potential for impacts to fossil resources changes from low to high potential. (Perris 2005a, pp. 26-27). The Project will only require minor surficial grading work along an existing decomposed granite and dirt maintenance road along the PVSD Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. Therefore, less than significant impacts are anticipated.

5.8. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: Perris 2016b, Webb 2018a

Explanation of Checklist Answers

8a. Less than significant impact. GHG emissions for the Project were analyzed in the Air Quality / Greenhouse Gas Analysis (Webb 2018a, Appendix A) to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO₂E), measured in metric tons (MT) or, MTCO₂E. Since operational emissions from the Project are negligible, only short-term construction-related emissions were analyzed. Approximately 879.22 MTCO₂E of construction-related emissions are estimated to occur from the Project. Since this amount does not exceed SCAQMD recommended thresholds, the Project will not generate significant greenhouse gas emissions, and impacts are less than significant (Webb 2018a, p. 5).

8b. Less than significant impact. Significance under this threshold can be determined by showing compliance with applicable plans. The City of Perris Climate Action Plan (CAP) utilizes Western Riverside County Council of Government’s (WRCOG’s) analysis of existing greenhouse gas (GHG) reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting the 2020 sub-regional reduction target (Perris 2016b, p. 1-3). As the Project does not change and land use from those assumed in the City’s GP, the Project is also consistent with the land uses assumed in the City’s CAP. Therefore, the Project does not conflict with the CAP and impacts are less than significant.

5.9. HAZARDS/HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

5.9. HAZARDS/HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

References: ALUC 2011, ALUC 2014, DTSC 2019, RCIT

Explanation of Checklist Answers

9a-b. No impact. The proposed Project is a pedestrian and bicycle trail, and would not involve the routine transport, use, or disposal of hazardous materials, and would not create reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. Since no hazardous materials are associated with the Project, no impact is anticipated.

9c. No impact. Although the Project site is within ¼ mile of Sky View Elementary School and Clearwater Elementary School, the Project would not emit hazardous materials or involve handling of hazardous materials. Therefore, no impact is anticipated.

9d. No impact. The California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by state and local agencies and by private developers to comply with CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to annually update the Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information that is part of the complete list. The EnviroStor database constitutes the DTSC’s component of

Cortese List data by identifying state response sites, federal Superfund sites, school cleanup sites, and voluntary cleanup sites. The EnviroStor database identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste. Based on a review of the EnviroStor database, the Project site is not listed on the Cortese List; in fact, no sites are listed within the City (DTSC 2019). Therefore, there are no Project impacts.

9e. No impact. The Project site lies within the Airport Land Use Commission’s (ALUC) land use compatibility plans for March Air Reserve Base/Inland Port Airport (MARB/IPA) and Perris Valley Airport, and the Project site is within compatibility zones in both plans (ALUC 2014, Map MA-1 and ALUC 2011, Map PV-1). However, no ALUC review is required as only projects requiring a legislative act (i.e., General Plan, Zone Change or Specific Plan) require their review. In addition, the Project involves only constructing a trail and related traffic signal improvements. Therefore, no impact related to safety hazard or excessive noise for people living or working in the area is anticipated.

9f. No impact. The Project will promote bicycle and pedestrian travel and would not impair implementation of an adopted emergency response plan. No impacts are anticipated.

9g. No impact. The Project will be located alongside the PVSD Channel, which is surrounded by existing urban development, agriculture and vacant lands and would not be considered a wildland. The Project area is undeveloped and dominated by bare dirt and non-native weeds; however, it also contains many components of development including roadways and concrete channel structures. The Project site would be at low risk of fire because there is minimal vegetation within and in proximity to the Project area. This area is also not adjacent to any wildlands or underdeveloped hillsides where wildland fires might be expected. The Riverside County GIS does not designate this area to be in a fire hazard area (RCIT). No impacts are anticipated.

5.10. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5.10. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) 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"/>

References: FEMA 2014, Perris 2005b, SWRCB 2013

Explanation of Checklist Answers

10a-e. Less than significant impact. Construction of the Project would involve site preparation to remove existing vegetation, minimal grading and compacting soil for the new bike and pedestrian trails, installing base material and paving and bridge crossings to span existing drainage culverts and cross the PVSD Channel near Case Road. Construction activities would temporarily create the potential for increased erosion, runoff, and siltation, but would not alter groundwater quality or alter existing drainage patterns. In accordance with NPDES regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit (SWRCB 2013, p. 1). The implementation of NPDES permits ensures that the state’s mandatory standards for the maintenance of clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by Regional Water Quality Control Board staff. Compliance with these requirements will reduce any potential impacts to water quality and groundwater to less than significant.

The Project will acquire all necessary water from the Eastern Municipal Water District (EMWD). The addition of paved surfaces for the bicycle trail would result in a nominal increase in impervious surface in the City. In general, the addition of impervious surfaces can impair groundwater recharge. Recharge from percolation

of precipitation is one of numerous processes of groundwater recharge and reduction in volume from this source would not be significant. Furthermore, the relatively small amount of area that would be covered with impervious surfaces would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Recharge of sub-basins from current and planned EMWD storage/percolation ponds and implementation of an inter-agency management plan for Perris-area groundwater basins would promote maintenance of existing groundwater levels. Therefore, the Project will not decrease groundwater supplies by direct withdrawal, or interfere with groundwater recharge that would impede sustainable groundwater management of the basin.

The addition of paved surfaces for the bicycle trail would result in an increase in impervious surfaces which would nominally increase the runoff from the Project site. A six- by eight-inch concrete mow curb would separate the trail from the adjacent channel slope and would be notched every 10 feet for drainage purposes. Therefore, the Project would result in discharge of untreated surface runoff from paved areas into the PVSD Channel. However, runoff from the site as well as runoff from adjacent land uses, including agriculture, residential developments and roadways, currently drains into the storm channel. The proposed Project would not substantially increase the runoff into the storm channel above existing conditions.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for the proposed Project. Best Management Practices (BMPs) are designed to prevent or control the discharge of pollutants in storm water runoff. Examples of such BMP control measures include detention basins for containment, use of silt fencing, gravel bags, or straw bales to control runoff, and identification of emergency procedures in case of hazardous materials spills. The Project proponent will be required to obtain a construction NPDES permit prior to site grading.

Implementation of a SWPPP and in compliance with the Construction General Permit would ensure that the proposed Project would not violate water quality standards or waste discharge requirements, result in substantial erosion or siltation, contribute runoff water which would exceed the capacity of an existing or planned stormwater drainage, provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

Drainage improvements associated with the Project will be designed and built to comply with Water Quality Standards as determined by the City Engineer. The City Engineer's standard requirements will address any developmental impacts at the site and potential impacts will be less than significant.

The proposed Project is located entirely within the Federal Emergency Management Agency (FEMA) Floodway Area in Zone AE, which is a zone that would be inundated by a 100-year flood (FEMA 2014). However, because no housing or structures would be constructed as part of the Project, impacts related to release of pollutants due to inundation would be less than significant.

The Project is not located near an ocean coast that could produce a tsunami or seiche. The Project site is located approximately 3 miles southwest of the Lake

Perris Reservoir, which is a confined basin of water susceptible to a reverberating surface wave action induced by seismic action. Although a seiche in Lake Perris could conceivably cause the Lake Perris dam to fail, the dam inundation study by the California Water Resources Agency indicates the dam is not likely to be breached as a result of seismic activity (Perris 2005b, p. IV-77 – IV-79). Therefore, impacts related to release of pollutants due to inundation are less than significant.

5.11. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

References: Perris 2005a, Perris 2013

Explanation of Checklist Answers

11a. No impact. The Project is designed to be consistent with the vision set forth in the City’s Trails Master Plan (Perris 2013) to support pedestrian and bicycle circulation. The Project revolves around replacing an existing decomposed granite and dirt maintenance road along the PVSD Channel and one signalized intersection to minimize uninterrupted access along the trail to improve connectivity in Perris and provide alternative modes of transportation. Therefore, no impacts to physically dividing an established community are anticipated.

11b. No impact. The proposed Project does not involve any land use changes. The purpose of the Project is to support pedestrian and bicycle circulation, which would improve connectivity in Perris, consistent with the vision set forth in the City’s Trails Master Plan. Although the proposed Project is located within the Western Riverside MSHCP, it is covered activity as part of an adopted planned regional trail under the MSHCP. Compliance with MSHCP requirements would protect natural and biological resources within the Project area. Therefore, no impacts are anticipated.

5.12. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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"/>

References: Perris 2005b, Riverside 2015b

Explanation of Checklist Answers

12a. No impact. The proposed Project site is located within Mineral Resource Zone Three (MRZ-3), as classified by the State Mining and Geology Board (Riverside 2015b, Figure OS-6). Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. No sites in the City of Perris have been designated as locally important mineral resource recovery sites on any regional or local plan. Accordingly, no impact to availability of a locally-important mineral resource recovery site will occur.

12b. No impact. No sites have been designated as locally-important mineral resource recovery sites on any local plan (Perris 2005b, p. VI-28). Therefore, no impact to the availability of a locally-important mineral resource recovery site will occur.

5.13. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

References: ALUC 2011, ALUC 2014, Caltrans 2013, FHWA 2006, Perris 2005a, Perris 2005b

Explanation of Checklist Answers

- 13a. Less than significant impact with mitigation.** There will be temporary or periodic increases in ambient noise levels during construction. Typical construction equipment noise may range from 75-89 dB at 50 feet for short periods of time, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006, p. 3). However, it is unlikely that the loudest equipment (i.e., jack hammer or bulldozer) would be required for Project construction, as the site would only require minimal grading and clearing for installation of the proposed trail. In addition, the noise from point sources such as construction equipment decrease 6 dB for each doubling of distance (Caltrans 2013, pp. 2-25 - 2-26). One single-family residential property is located adjacent to the trail alignment near the intersection of Murrieta Road and Mildred Street. However, the residence and primary outdoor living area is several hundred feet west of the trail alignment. The next closest sensitive uses are residential uses and a school over 600 feet from the trail alignment. Construction of the proposed Project would comply with City construction timing restrictions set forth in Chapter 7.34 of the Municipal Code, which prohibits construction 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. Construction activity shall not exceed 80 dBA in residential zones in the city.

Because construction activities are typically limited to weekdays, during daylight hours, construction noise is considered a nuisance or annoying, rather than a significant impact (Perris 2005a). According to the Perris General Plan Noise Element, continued compliance with construction timing restrictions would reduce construction noise impacts to a level considered less than significant (Perris 2005a). Nonetheless, considering the distance to sensitive uses, linear nature of trail construction, limitations on construction hours, and implementation of the following noise mitigation measure, the Project would not result in a significant impact related to construction.

MM NOISE 1: Provide notification to residential occupants adjacent to the Project site at least 24 hours prior to initiation of construction activities that could result in noise levels that exceed 80 dBA at the property line. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the Project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise.

Compliance with the City Noise Ordinance and the mitigation measure noted above will reduce these potential impacts to less than significant levels.

Noise generated by trail users would not be significant and would primarily occur during daytime hours. Implementation of the proposed Project may include installation of a pedestrian-operated traffic signal where the proposed trail crosses San Jacinto Avenue. The proposed trail and installation of traffic signals would not affect traffic volumes on local roadways; and thus, would not cause an increase in noise relative to existing conditions. Because the Project would not affect traffic volumes, impacts would be localized and exclusively associated with the trail users. Accordingly, the proposed Project would not contribute to a permanent or

temporary increase in ambient noise levels in the Project vicinity above existing conditions.

13b. Less than significant impact. Construction activities such as blasting, pile driving, and extensive grading may be sources of groundborne vibration. However, these activities are not anticipated to be necessary during Project construction because the Project includes only minor surficial grading and span bridges over area drainages including the PVSD Channel. Additionally, due to the short-term nature of these impacts and the lack of sensitive receptors in the immediate Project vicinity, construction related groundborne vibrational impacts will be less than significant.

13c. Less than significant impact. The Project site lies within ALUC land use compatibility plans for MARB/IPA (ALUC 2014, Map MA-1) and Perris Valley Airport (ALUC 2011, Map PV-1). The Project site does not fall within the noise contours generated by the Perris Valley Airport (ALUC 2011, Map PV-3). The Project site does fall within 60 dBA CNEL noise contour from MARB/IPA (Perris 2005b, Exhibit 4.7-3). According to the City of Perris Land Use/Noise Compatibility Guidelines, noise levels of up to 70-CNEL are considered normally acceptable for outdoor recreational uses similar to the Project (Perris 2005b, Exhibit 4.7-1). In addition, the Project would not be a prohibited use under the Airport Land Use Plan within any of the compatibility zones the Project falls under: Zone E of the Perris Valley Airport (ALUC 2011, Map PV-1), and Zones C1, C2, and D of the MARB/IPA (ALUC 2014, Map PV-3). Therefore, less than significant impacts are anticipated.

5.14. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

References: US Census 2017, SCAG 2016, Perris 2013

Explanation of Checklist Answers

14a. Less than significant impact. According to the US Census Bureau, the City’s population as of July 2017 is 77,879 (US Census 2017). The Southern California Association of Governments (SCAG) estimate that the population of Perris is expected to increase to about 116,700 by the year 2040 (SCAG 2016, p. 27) although that is far above current City development conditions. The proposed Project would not directly or indirectly result in an increase in population and would not accommodate growth beyond that anticipated by the City’s adopted General Plan or induce additional population growth. Therefore, less than significant impacts are anticipated.

14b. No impact. The Project would not displace existing housing or people as it only involves replacement of an existing decomposed granite and dirt maintenance road along the PVSD Channel, thereby not necessitating people to move. Because the Project is consistent with the vision set forth in the City’s Trails Master Plan and will not require the displacement of people, no impacts are anticipated.

5.15. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

References: Perris 2005a

Explanation of Checklist Answers

15a-e. No Impact. As discussed in *Threshold 14a*, the Project would not facilitate additional growth beyond that anticipated by the City’s General Plan. Therefore, it would not increase demand for public services or facilities such as schools, parks, or other public facilities, or generate a 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 objective for any of the public services.

The Project would be constructed within existing developed areas which are currently serviced by the City’s fire and police protection services and would not result in new fire hazards or increase demand for fire or police services. While the trail would result in minor alterations to local pedestrian and bicycle circulation patterns, the Project would not impair emergency access. No impact will occur.

5.16. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would/does the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

References: Project Proposal

Explanation of Checklist Answers

16a-b. Less than significant impact. The Project would not directly or indirectly increase population or demand for park facilities. Instead, since the Project is a trail it will provide additional recreational opportunities and will improve access to Patriot Park along the trail path. This may increase use of Patriot Park but would not result in physical deterioration of the park so that new park facilities will need to be constructed. Instead, Patriot Park will be enhanced by being close to a regional trail (the Project) to improve its physical environment. Less than significant impacts are anticipated.

5.17. TRANSPORTATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

References: Perris 2013

Explanation of Checklist Answers

17a-d. Less than significant impact. The Project consists of a recreational trail that is consistent with the City’s Trail Master Plan (Perris 2013). Implementation of the Project will include installation of pedestrian-operated traffic signals where the proposed trail crosses San Jacinto Avenue. The Project will go underneath the I-215

freeway, so will not require a traffic signal or crossing where it meets the I-215. The installation of pedestrian traffic signals would not generate traffic or affect traffic volumes on local roadways. When in use, the traffic signals would stop traffic at the trail’s roadway crossings. However, this would only occur when a bicyclist or pedestrian activates the traffic signal and would stop once the user reached the opposite side of the roadway. Thus, delays would be infrequent and brief and are not expected to substantially alter traffic patterns or congestion on the affected roadways. Therefore, the Project would not conflict with an applicable program, plan, ordinance or policy addressing the circulation system, or conflict with section 15064.3 of the CEQA Guidelines.

Installation of traffic signals and bicyclist/pedestrian crossings at San Jacinto Avenue would introduce a new roadway design feature at these locations. However, the crossings would conform to traffic control design standards and include safety features such as crosswalk striping and fencing. Therefore, the proposed Project would not substantially increase hazards due to a geometric design feature.

The Project would increase pedestrian and bicycle connectivity and accessibility in Perris. It would not result in inadequate emergency access. The Project will be consistent with policies, plans, and programs to support alternative transportation and recreational trails as identified in the City’s Trail Master Plan. Therefore, less than significant impact is anticipated.

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

References: PaleoWest 2020

Explanation of Checklist Answers:

18a-b. Less than significant impact. As discussed in *Threshold 5a*, above, there are no listed or eligible for listing historic resources at the Project site. The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 (AB 52) Tribal Consultation process. On March 26, 2019, the City provided notification to the following five tribes in accordance with AB 52: the Agua Caliente

Band of Cahuilla Indians, Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Mission Indians, and Soboba Band of Luiseño Indians. As of January 2020, the City has received no response to the AB 52 notification letter. Therefore, the City has concluded consultation. No evidence was provided to the City of the presence of TCRs at the Project site as a result of the AB 52 consultation efforts. Therefore, there are no officially designated TCRs at the Project site. Nonetheless, implementation of standard measures listed in *Threshold 5a* will be implemented in the case of unanticipated discoveries during construction.

5.19. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities the construction or relocation of which could cause significant environmental effects?	<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"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

References: Perris 2005b, EMWD 2020

Explanation of Checklist Answers:

19a-c. Less than significant impact. Eastern Municipal Water District (EMWD) provides water and wastewater services to the City of Perris (Perris 2005b, pp. IV-229 and IV-237). The proposed Project is a multi-use (pedestrian and bicycle) trail; thus, EMWD will not need to provide sanitary sewer service for a trail project. There are existing water facilities along Nuevo Road, Murrieta Road, Evans Road, San Jacinto Avenue, and Ellis Avenue and recycled water facilities in Evans Road, San Jacinto Avenue, and Case Road, which will be more than sufficient for construction of the trail and irrigation of the drought resistant vegetation.

The proposed trail does not require or include the use of natural gas, or telecommunications facilities. The pedestrian traffic signal at San Jacinto Avenue

will be electric and will be either solar powered or connect to existing electric facility along San Jacinto Avenue.

The Project will be designed to perpetuate and accept the existing drainage patterns with respect to tributary drainage and outlet points. The rate and volume of stormwater leaving the Project site would incrementally increase from the existing condition as result of constructing the proposed trail, which would be a new impervious surface. However, because the new impervious surface area would be extremely small in proportion to the watershed and because most of the runoff from the trail would drain into the adjoining storm channel, there would be no need for the construction of new storm water infrastructure or the expansion of existing infrastructure. Less than significant impacts are anticipated.

19d-e. No impact. Trash, recycling, and green waste service in the City of Perris is provided by CR&R Waste Services (Perris 2005b, p. IV-244). However, the Project will not create solid waste, as no habitable structures are proposed. No impact will occur.

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

References: Perris 2005b, CALFIRE 2007

Explanation of Checklist Answers:

20a-d. No impact. According to California Department of Forest and Fire Protection (Cal Fire), the proposed Project is not within a state responsibility area (SRA) or land classified as very high fire hazard severity zone. Further, as discussed in *Threshold 9g*, above, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Additionally, the Perris GP does not designate this area to be at risk from wildland fires (GP, Safety Element, p 32). Therefore, no impact would occur.

5.21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Does the project:				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

References: Checklist above

Explanation of Checklist Answers

21a. Less than significant impact with mitigation. As discussed in, above, no cultural resources were identified within the Project site as a result of the records search, Native American consultation, and pedestrian survey. Also, the trail will only require relatively minor surficial grading work along an existing decomposed granite and dirt maintenance road along the PVSD Channel with a 10-foot wide asphalt pathway for bicycling and a five-foot wide decomposed granite pathway for pedestrian use. Therefore, in consideration of this information less than significant impacts are anticipated for cultural resources.

Although there are potential impacts to burrowing owls, rare plants, and migratory birds, the Project is not expected to have the potential to substantially degrade the quality of the environment or reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animals. Mitigation measures have been incorporated into the Project which will reduce potential impacts to biological resources to less than significant levels. Therefore, impacts are less than significant.

21b. Less than significant impact. The proposed Project is located within an area that has been planned for a regional trail per the City’s Trail Master Plan. The trail proposal will not in induce development as the improvements are intended to support pedestrian and bicycle circulation, which would improve connectivity in Perris. All impacts associated with the trail have been analyzed, which concludes that impacts will not be cumulatively considerable. Impacts from biology have been

found be to be site specific only, and can be mitigated to less than significant impact. There are no long-term air quality impacts as it's only a trail project. The Project does not generate any traffic volume. Rather, the trail will provide active modes of transportation reducing traffic volumes on roadways. Therefore, no cumulative impacts are associated with the Project.

- 21c. Less than significant impact with mitigation.** Effects on human beings were evaluated as part of this analysis of this IS under the air quality, hazards and hazardous materials, noise, and traffic thresholds. Based on the analysis and conclusions in this IS, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings with incorporation of mitigation measures **MM NOISE 1**. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

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