ALBERT A. WEBB ASSOCIATES

Initial Study/Mitigated Negative Declaration

Ethanac Road Bridge Project

Prepared for the Lead Agency:

CITY of PERRIS INC. 1911

September 2021

www.webbassociates.com

Initial Study/Mitigated Negative Declaration

ETHANAC ROAD BRIDGE PROJECT

Lead Agency:

City of Perris
Planning Division
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Sepetmber 2021

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Acronyms

AB 52	Assembly Bill 52
ACBCI	Aqua Caliente Band of Cahuilla Indians
ALUCP	Airport Land Use Compatibility Plan
AQ	Air Quality
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARL	Additional Reserved Lands
BMP	Best Management Practices
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CDFW	California Department of Fish & Wildlife
CEQA	California Environmental Quality Act
CH_4	Methane
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2E	Carbon dioxide equivalent
Corps	Army Corps of Engineers
CRA	*Phase I Cultural Resources Assessment for the Ethanac Bridge Project*
CY	Cubic yards
EIR	Environmental Impact Report
dBA	A-weighted decibels
DTSC	Department of Toxic Substance Control
DWR	Department of Water Resources
EIC	Eastern Information Center
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
GP	General Plan
GWP	Global warming potential
HCP	Habitat Conservation Plan
IS	Initial Study
JPR	Joint Project Review
LOS	Level of service
LRTP	Long Range Transportation Plan
LST	Localized significance threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MM	Mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ-3	Mineral Resource Zone Three
MRZ-4	Mineral Resource Zone Four
MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2E$/year	Metric tonnes per year of carbon dioxide equivalents
NAHC	Native American Heritage Commission
N_2O	Nitrous oxide

NEPSSA	Narrow Endemic Plant Species Survey Area
NO_2	Nitrogen dioxide
NO_X	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PM-10	Particulate matter 2.5 to 10 microns in diameter
PM-2.5	Particulate matter 2.5 microns or less in diameter
RCA	Western Riverside County Regional Conservation Authority
RCHCA	Riverside County Habitat Conservation Agency
RCTC	Riverside County Transportation Commission
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SJR	San Jacinto River
SKR	Stephens' Kangaroo Rat
SLF	Sacred Lands File
SO_2	Sulfur dioxide
SRA	Source Area receptor
SWPPP	Storm Water Pollution Prevention Plan
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geologic Survey
VOC	Volatile organic compounds
WRCOG	Western Riverside Council of Governments

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 (State 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 Ethanac Road Bridge Project (proposed Project) would result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). Section 5.0 of this Initial Study has evaluated each of the impact areas contained in Appendix G to the State CEQA Guidelines. 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 State 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 result in 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 that cannot be mitigated to a less than significant level, 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, even where significant and unavoidable impacts would occur.

Pursuant to the provisions of CEQA and the State 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. 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
- Mandatory Findings of Significance

As identified through the analysis presented in this IS, with incorporation of applicable Project mitigation measures and applicable General Plan policies, the proposed Project would have less than significant impacts after implementation of mitigation measures. Thus, the preparation of an EIR is not required.

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 person:

Richard Smeaton, Project Planner
City of Perris Planning Division
135 North “D” Street Perris, California 92570
(408) 430-2203
rsmeaton@interwestgrp.com

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The Project Site is located within the City of Perris (City) in Riverside County (see **Figure 1 – Vicinity Map**). The City encompasses approximately 40 square miles and is located midway between the San Jacinto and Santa Ana Mountains. The proposed Ethanac Road Bridge (Bridge) will be situated in an east/west alignment along Ethanac Road extending across the San Jacinto River (SJR or River) from the eastern edge of the River to a point approximately 450 linear feet west. (See **Figure 2 – Project Site Map** and **Figure 3 – Bridge Plan View, Figure 3.1 – Bridge Section View, Figure 3.2 – Sections A-A and B-B Bridge Longitudinal Profile,** and **Figure 3.3 –Section C-C Bridge Longitudinal Profile**.) In order to connect the Bridge to the existing pavement of Ethanac Road east of the River, this road will be improved for approximately 625 linear feet east (from the existing pavement) along its centerline. To connect to the future expansion of Ethanac Road to the west of the River, Ethanac Road will be improved for approximately 540 linear feet west from the bridge abutment. (Refer to **Figure 3**.) The Bridge, its associated water quality improvements, and the improvements to Ethanac Road are collectively referred to herein as the "Project." The Project site encompasses approximately 9 acres (Project Site) and is located in Section 5, Township 4 South, Range 3 West, San Bernardino Base and Meridian.

Land uses surrounding the Project Site are currently dominated by vacant land and existing and proposed residential uses as described in the following table.

Table 2-A – Surrounding Land Uses

Direction from Project Site	Land Uses
North	Vacant land with scattered rural residential homes.
Northwest	Approved and in progress Riverwoods Specific Plan development with 750 single family residential units, developed park, and elementary school site.
West	Approved and in progress Riverwoods Specific Plan development with 750 single family residential units, developed park, and elementary school site.
Southwest	Unimproved vacant lot.
South	Monument Ranch residential development, followed by hills.
Southeast	Monument Ranch residential development and open space.
East	Monument Park residential development.
Northeast	Monument Park residential development and vacant land with scattered rural residential homes.

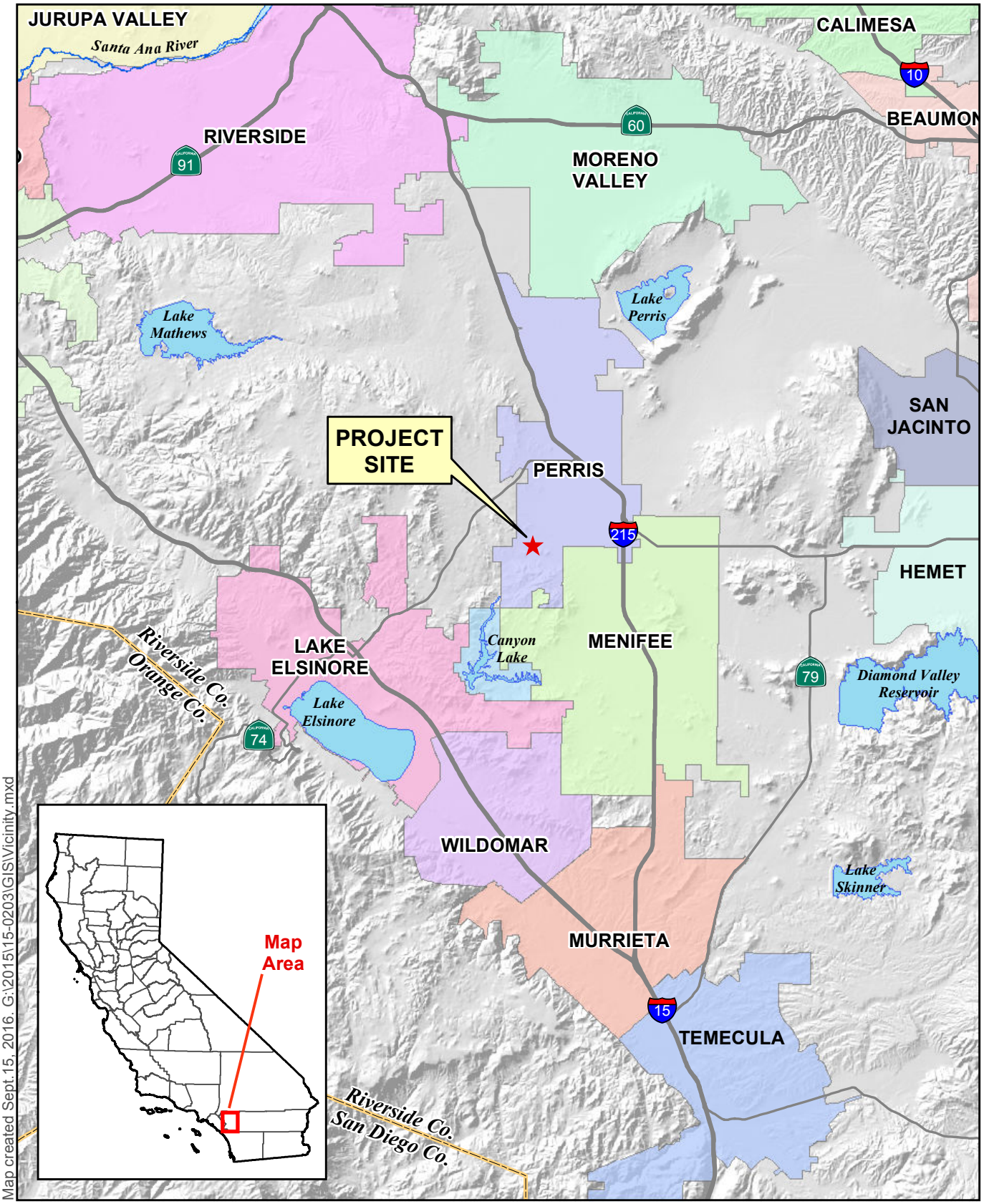
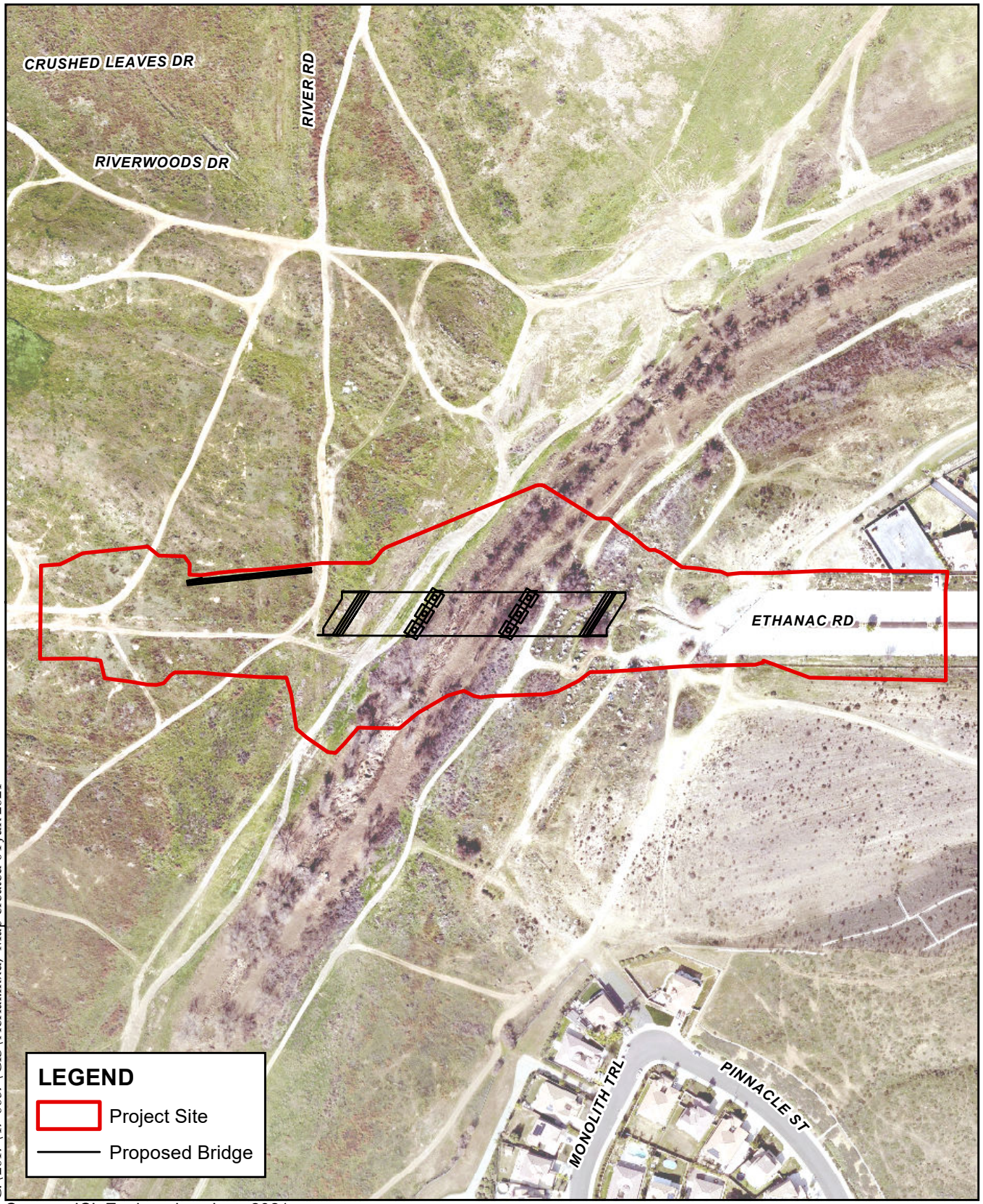


Figure 1 – Vicinity Map

Ethanac Road Bridge at San Jacinto River

ALBERT A. WEBB ASSOCIATES



G:\2017\17-0057\GIS\Aerial.mxd; Map created 04 Jun 2021

Source: JCL Engineering, June 2021;
Imagery: RCIT, 2019

0 200 400 600 Feet

Figure 2 - Project Site Map

Ethanac Road Bridge at San Jacinto River

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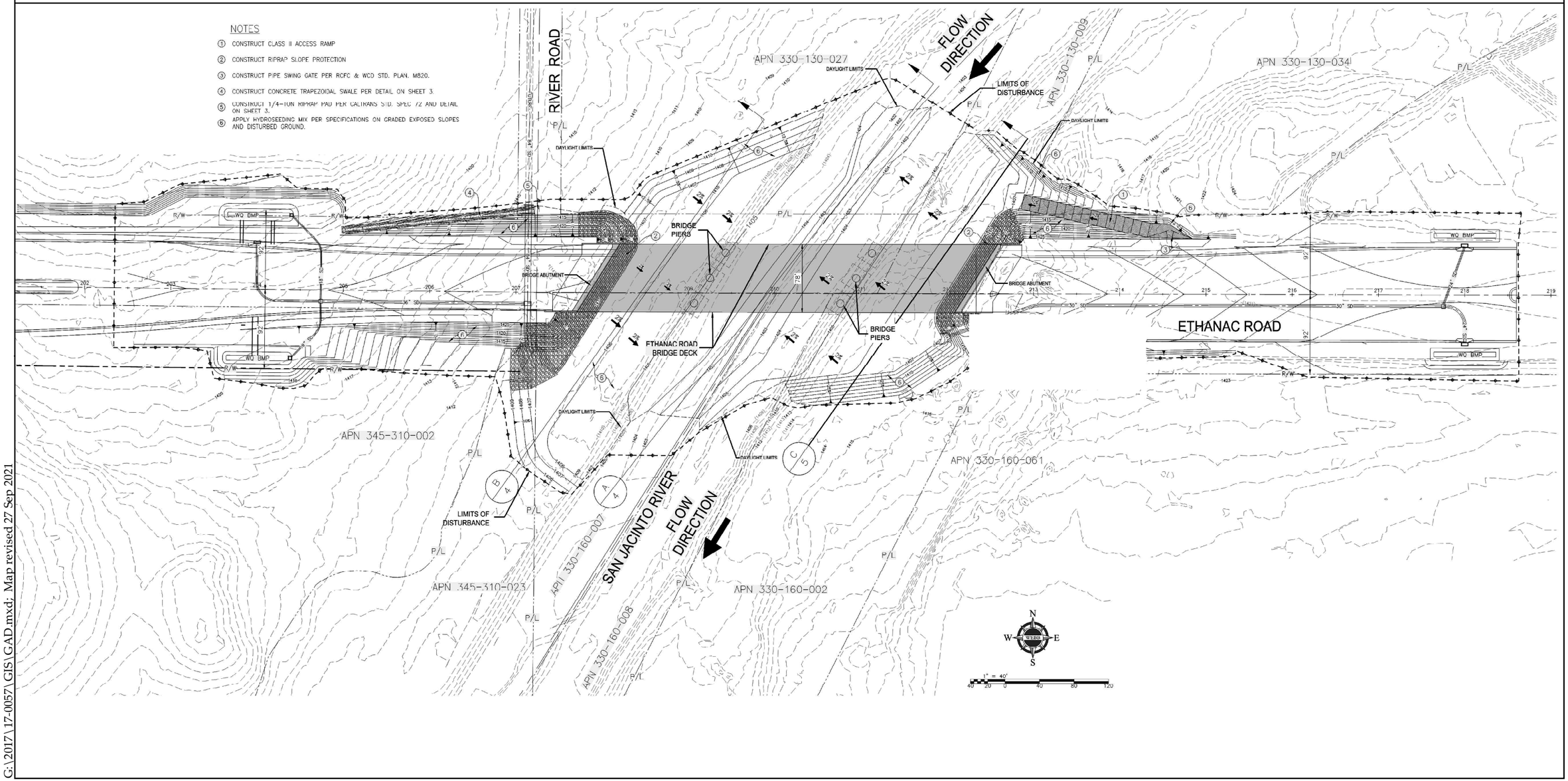


G:\2017\17-0057\GIS\GAD.mxd; Map revised 27 Sep 2021

Figure 3 - Ethanac Road Bridge Plan View

Ethanac Road Bridge at San Jacinto River

Not to Scale

ALBERT A. WEBB ASSOCIATES

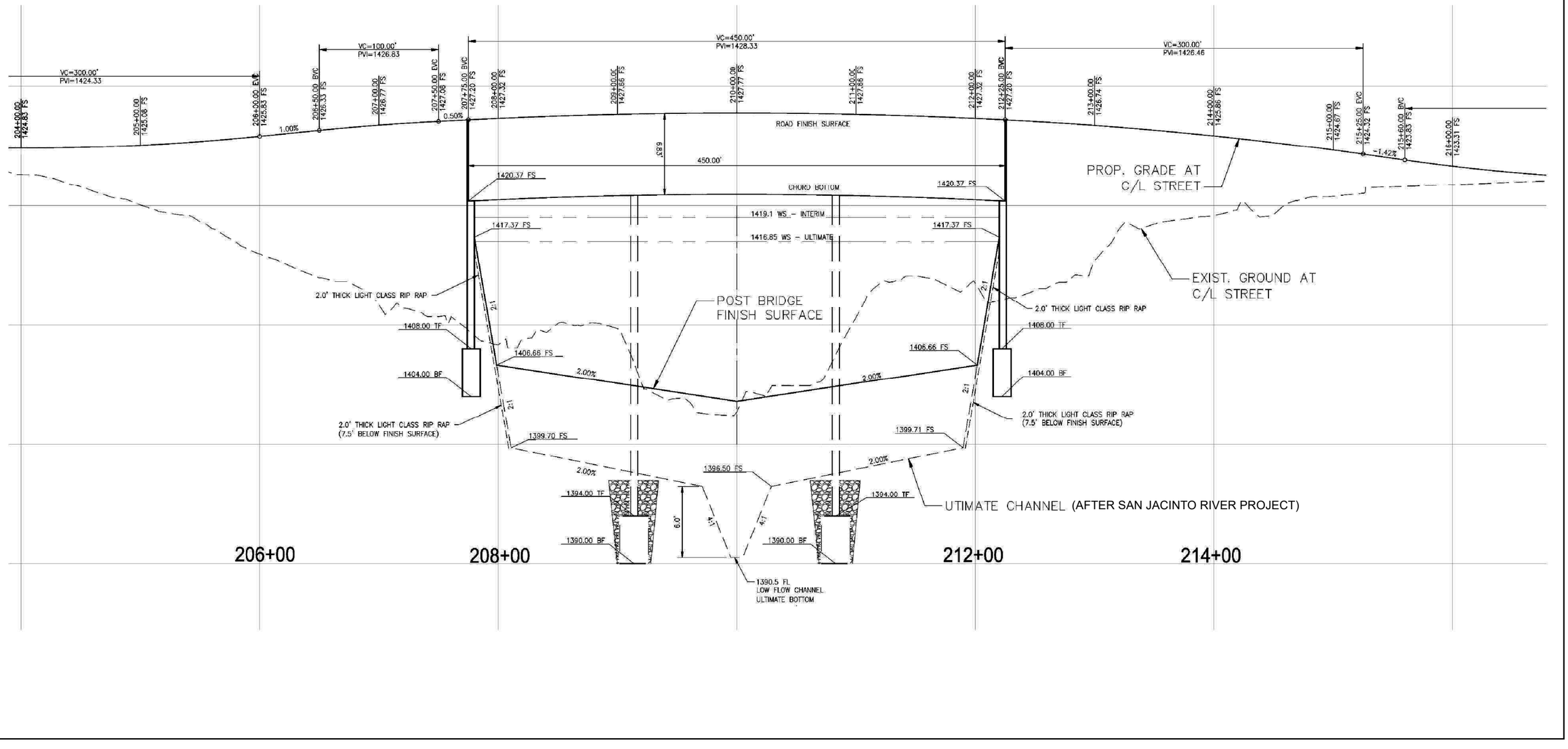
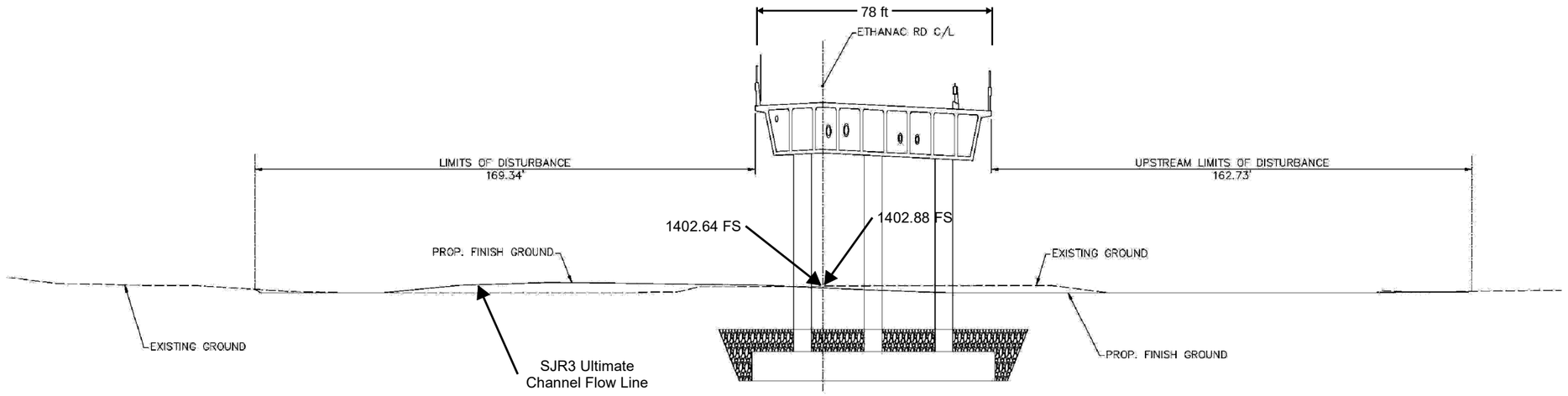


Figure 3.1 - Bridge Section View

Ethanac Road Bridge at San Jacinto River

Not to Scale

ALBERT A. WEBB ASSOCIATES



SECTION A–A

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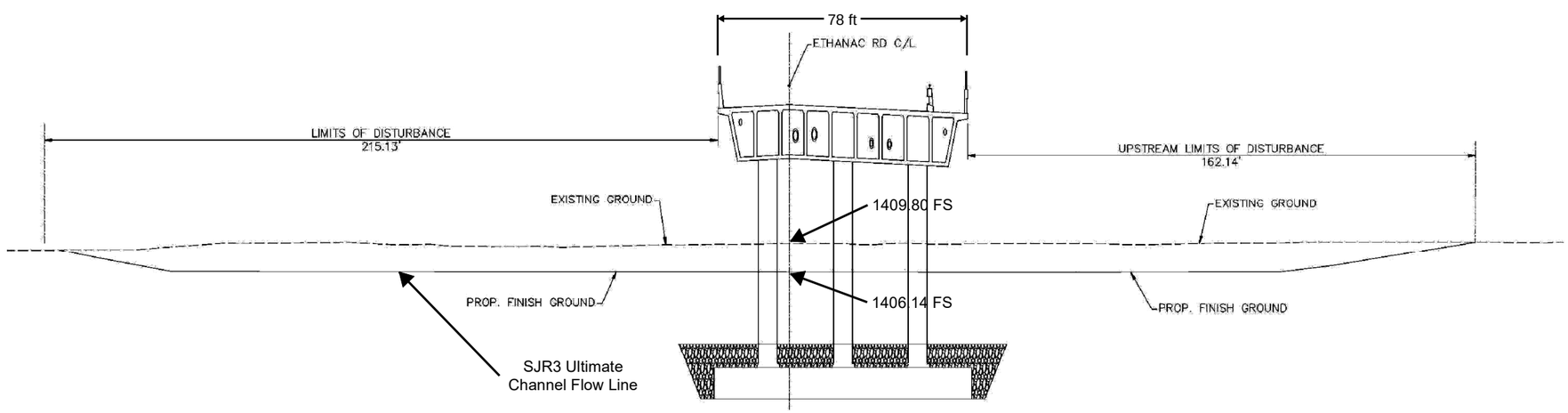

SECTION B–B

SCALE: H:1"=20'
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G:\2017\17-0057\GIS\Figure 3.2 - Longitudinal Profile BB.mxd; Map created 04 Jun 2021

Figure 3.2 - Sections A-A and B-B - Bridge Longitudinal Profile

Ethanac Road Bridge at San Jacinto River

Not to Scale

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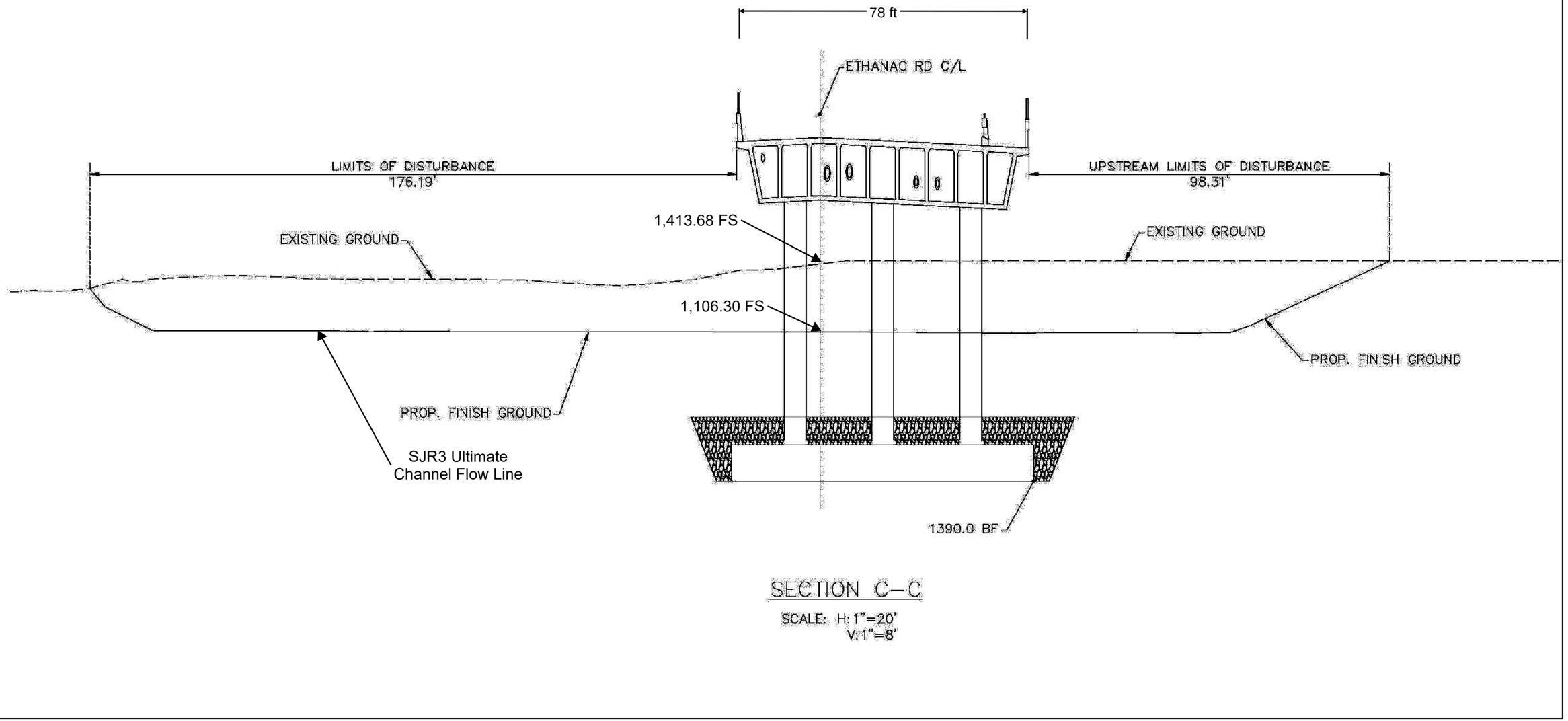

SECTION C–C

SCALE: H: 1"=20'
V: 1"=8'

G:\2017\17-0057\GIS\Figure 3.3 - Longitudinal Profile CC.mxd; Map created 04 Jun 2021

Figure 3.3 - Section C-C - Bridge Longitudinal Profile

Ethanac Road Bridge at San Jacinto River

Not to Scale

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As shown on **Figure 4 – FEMA 100-year Floodplain and Floodway**, the Project Site is within both the 100-year floodplain[1] and 100-year floodway[2] of the San Jacinto River (River) as mapped by the Federal Emergency Management Agency (FEMA). The River floodplain is very wide and flat, with an average longitudinal slope of 0.02% and variable width from 300 feet to approximately two miles. The San Jacinto River has a very large watershed; however, the unique hydraulics of that watershed result in very infrequent river flows. The 100-year flow velocities upstream of the proposed Ethanac Bridge are in the two feet per second range and the average 100-year discharge at this location is 23,450 cubic feet per second (cfs). (WEBB 2018a, p. 2.)

The 24-mile-long River heads in the San Jacinto Mountains and flows northwesterly through the San Jacinto Valley and then west and southwest until it empties into Lake Elsinore, a sink in the Elsinore fault zone. The only major tributary to the San Jacinto River within the City of Perris is the 250-foot-wide, earthen Perris Valley Channel, which drains an approximately 38-square-mile area that includes the Cities of Perris and Moreno Valley, and March Air Reserve Base (unincorporated Riverside County). The channel flows from north to south through southern Moreno Valley and the Perris Valley before converging with the San Jacinto River. (Perris GP EIR, p. IV-48.)

Levees built between 1919 and 1939 altered the course of the River, shifting it as much as a mile south of its historical course. Prior to historical hydrological modifications, the River flowed perennially only in the eastern portion of the valley. During the wet season, the River flowed farther and collected in the northern part of the valley (about 8 kilometers [5 miles]) northwest of the town of San Jacinto) in an elongated depression forming a shallow, ephemeral lake now known as Mystic Lake. Overflow from Mystic Lake drained to the southwest, eventually reaching Lake Elsinore. (AE, p. 6.)

As shown on **Figure 5 – Perris Valley Airport Compatibility and Accident Potential Zone**, the Project Site is located on the edge of Compatibility Zone E of the Perris Valley Airport. Zone E is "Other Airport Environs." The only prohibited uses in Zone E are those that present hazards to flight such as tall objects, visual and electronic forms of interference with the safety of aircraft operations, and land uses that may increase the attraction of birds.

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[1] A floodplain is the area adjoining a river or stream that has been or may be covered by a 100-year flood.

[2] FEMA defines a regulatory floodway as the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. (Source: https://www.fema.gov/floodway.)

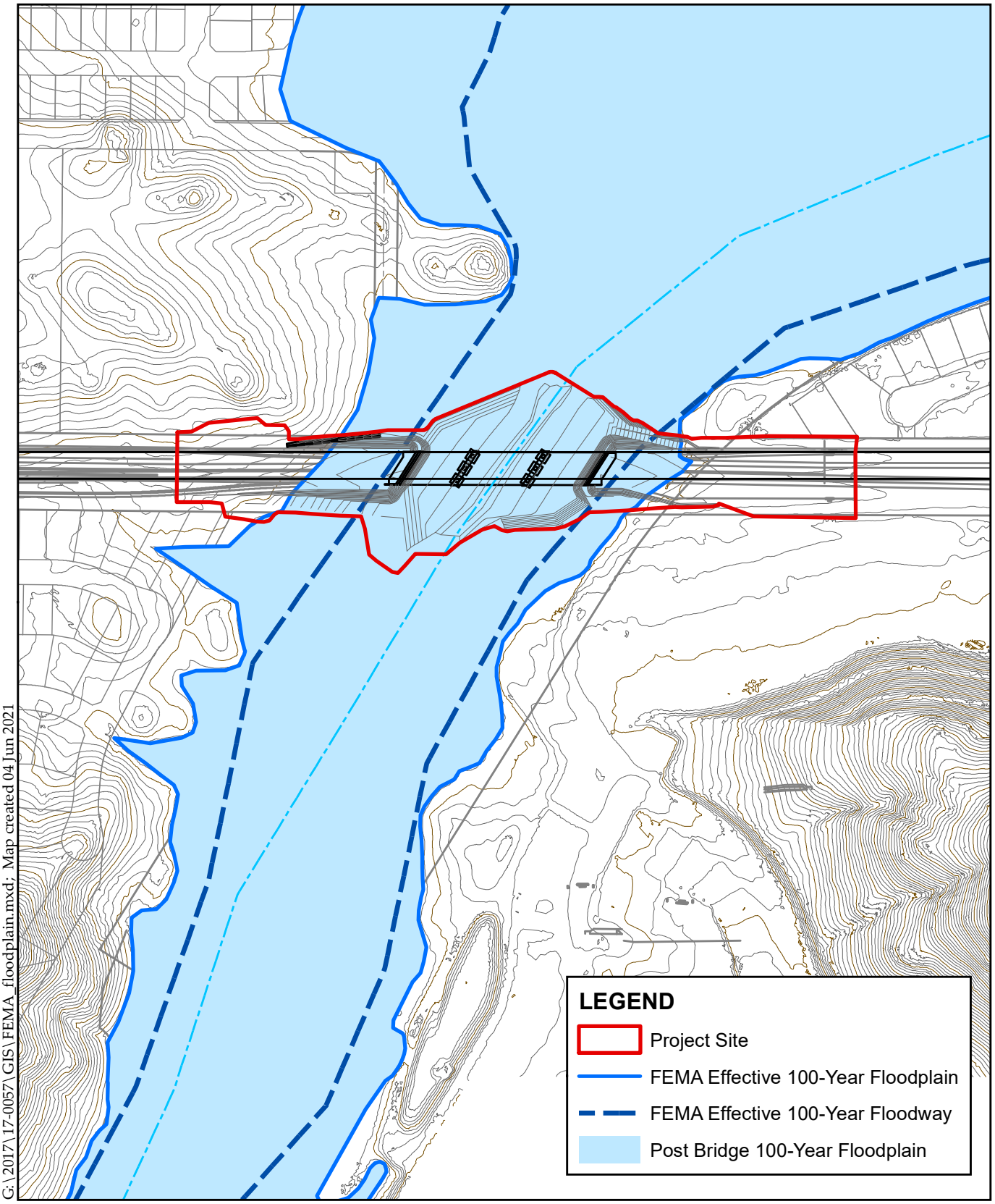

Figure 4 - FEMA 100-year Floodplain and Floodway

Ethanac Road Bridge at San Jacinto River

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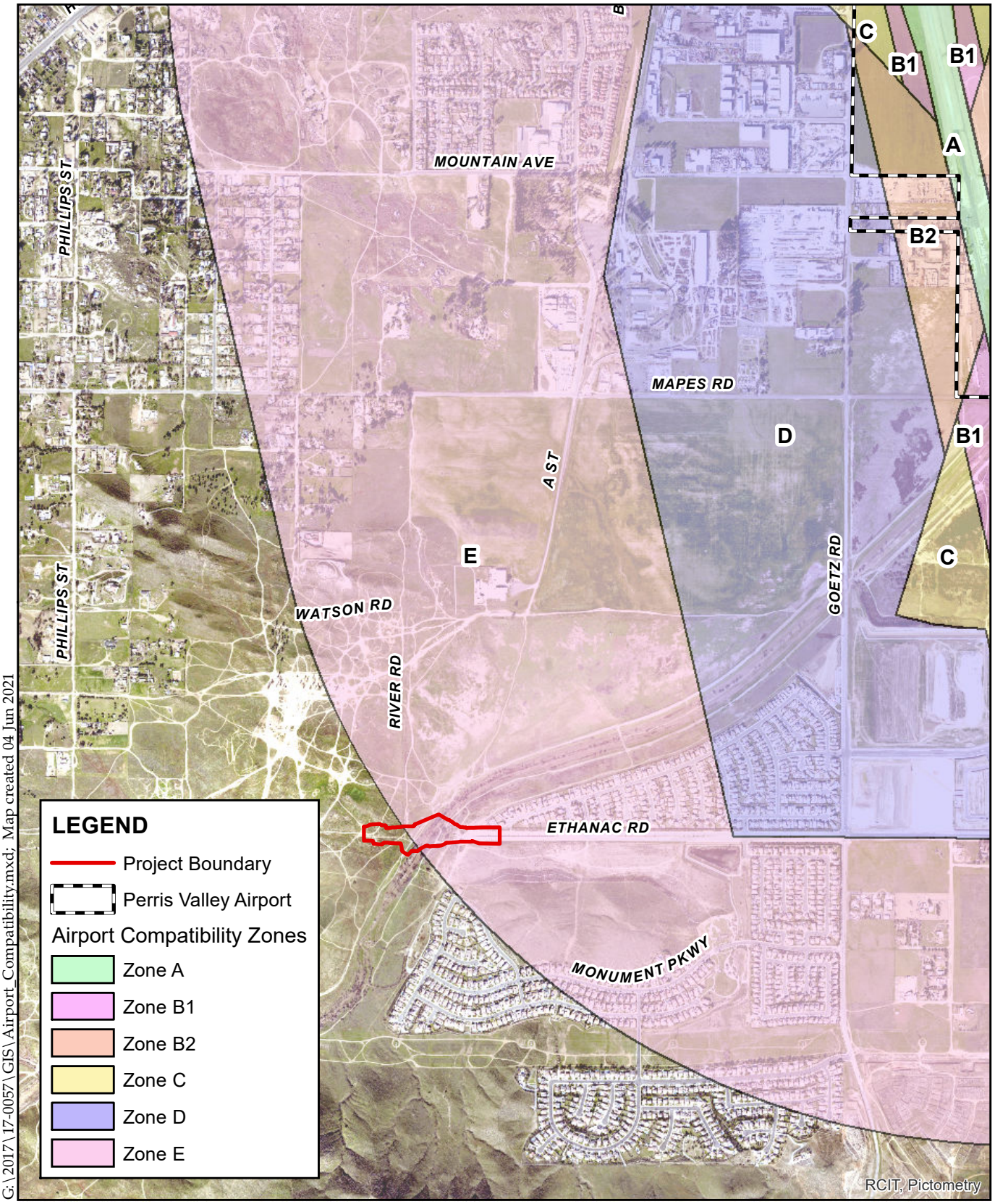

G:\2017\17-0057\GIS\Airport_Compatibility.mxd; Map created 04 Jun 2021

Sources: JCL Engineering, June 2021; Riverside Co. GIS/RCALUC 2021; RCIT, 2019.

0 1,000 2,000 3,000 Feet

Figure 5 - Perris Valley Airport Compatibility and Accident Potential Zone

Ethanac Road Bridge at San Jacinto River

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With regard to biological resources, the Project site includes a portion of the River as well as adjacent upland areas. The upland portion of the Study Area[3] is developed or heavily disturbed and is dominated by invasive non-native species. Several trails/roads are maintained throughout the upland area, and the upland area west of the River is heavily disturbed due to all-terrain vehicle (ATV) and other motorized vehicle use. The portion of the River within the Project Site includes a mosaic of vegetation alliances, including areas of emergent wetland vegetation, alkali meadow areas, non-native grassland, and riparian areas (native and non-native plants), while the banks are vegetated predominately by non-native grasses and forbs. The riparian-associated vegetation provides generally moderate to high value for locally common and special-status wildlife species, especially birds. (GLA 2021, pp. 4, 22.)

Twelve different vegetation alliances/land cover types were identified within the Study Area as listed below in **Table 2-B – Summary of Vegetation/Land Use Types for the Study Area** and shown on **Figure 6 – Vegetation Map.** Photographs depicting the various vegetation alliances/land cover types are included as Exhibit 10 of the *Biological Technical Report for Ethanac Road Crossing of the San Jacinto River*[4] (hereinafter the BTR), prepared by Glenn Lukos Associates, Inc.

Table 2- B – Summary of Vegetation/Land Use Types for the Study Area

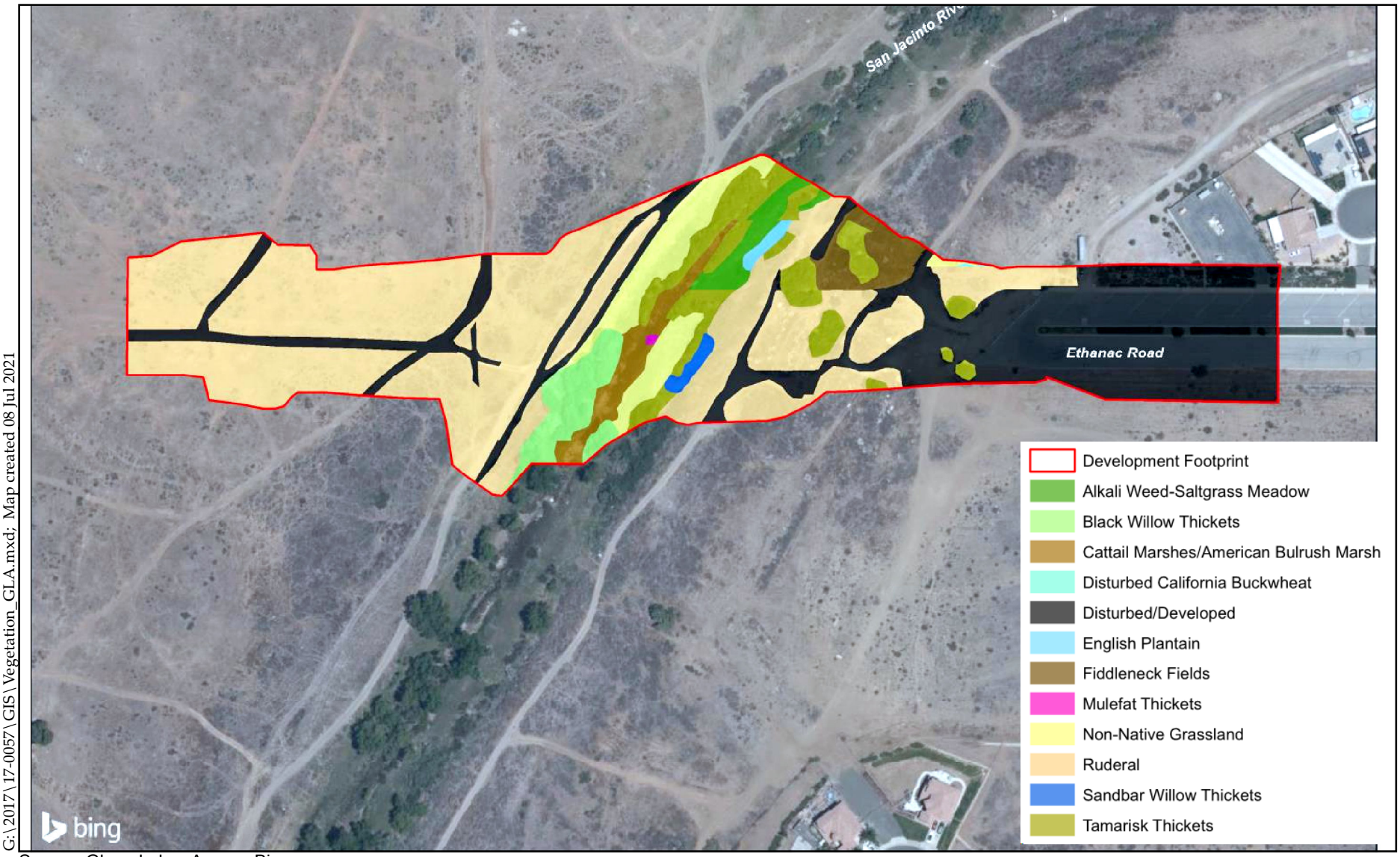
Vegetation Alliances/Land Use Type	Acreage
Fiddleneck Fields	0.22
Alkali Weed-Saltgrass Meadow	0.16
Disturbed/Developed	2.76
Non-Native Grassland	0.47
English Plantain	0.03
Ruderal	4.14
Sandbar Willow Thickets	0.04
Black Willow Thickets	0.31
Tamarisk Thickets	0.65
Cattail Marshes/American Bulrush Marsh	0.23
Total	**9.02**

Source: GLA 2021, Table 4-1, Section 4.2.

In addition to the vegetation alliances identified in **Table 2-B**, the Project Site and Study Area contain areas subject to the jurisdiction of the United States Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW). These areas are shown on **Figure 7 – Corps Jurisdictional Features**, **Figure 8 – RWQCB Jurisdictional Features**, and **Figure 9 – CDFW Jurisdictional Features**. The Project Site also contains MSCHP Riparian/Riverine areas as shown on **Figure 10**.

[3] Study Area refers to the approximately 9 acre area as shown on **Figure 6 – Vegetation**.

The BTR is Appendix B.1 of this IS.



G:\2017\17-0057\GIS\Vegetation_GLA.mxd; Map created 08 Jul 2021

Source: Glenn Lukos Assoc., Bio. Tech. Report, July 2021.

Not to Scale

Figure 6 - Vegetation Map

Ethanac Road Bridge at San Jacinto River

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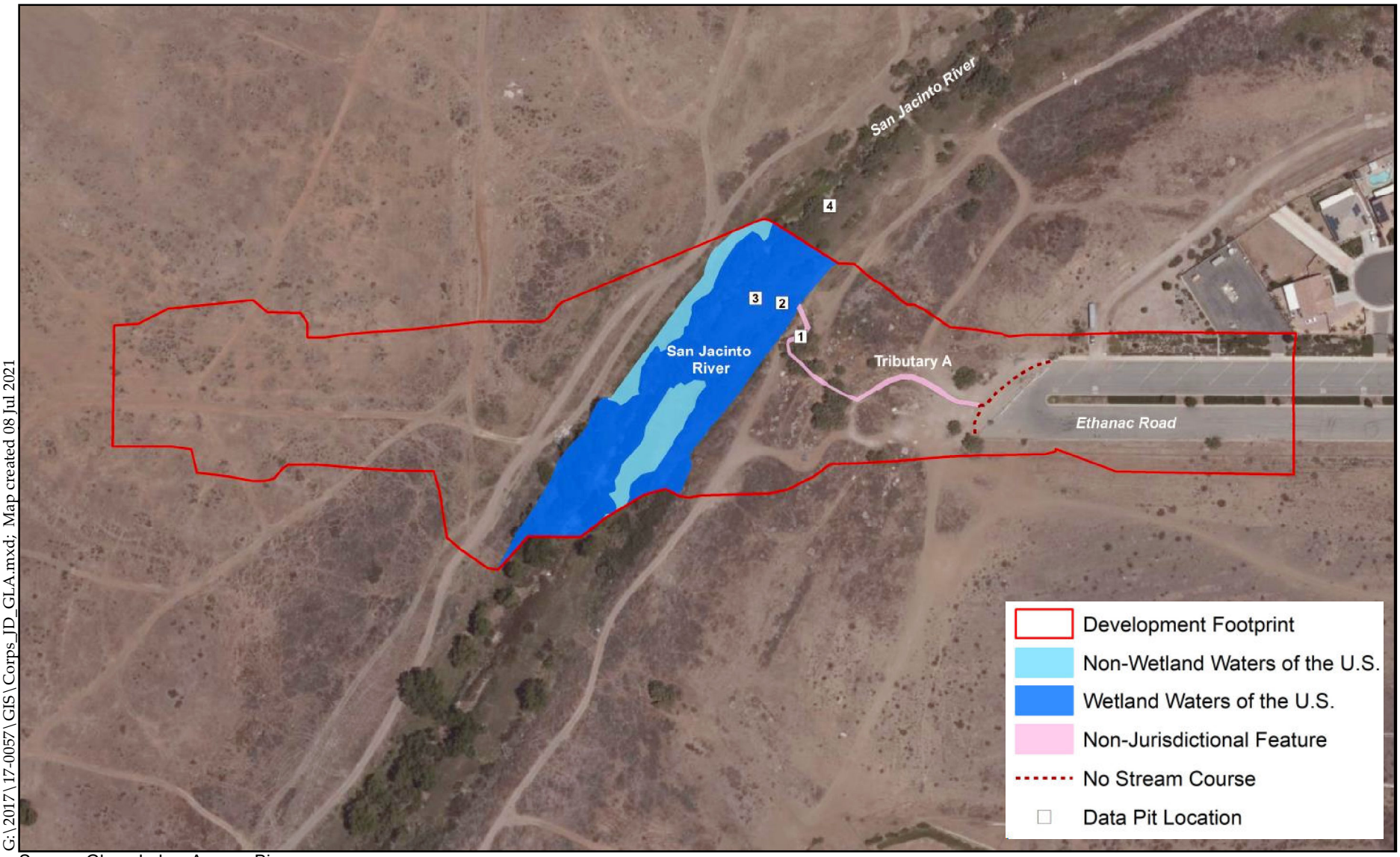

G:\2017\17-0057\GIS\Corps_JD_GLA.mxd; Map created 08 Jul 2021

Source: Glenn Lukos Assoc., Bio. Tech. Report, July 2021.

Figure 7 - Corps Jurisdictional Features

Ethanac Road Bridge at San Jacinto River

Not to Scale

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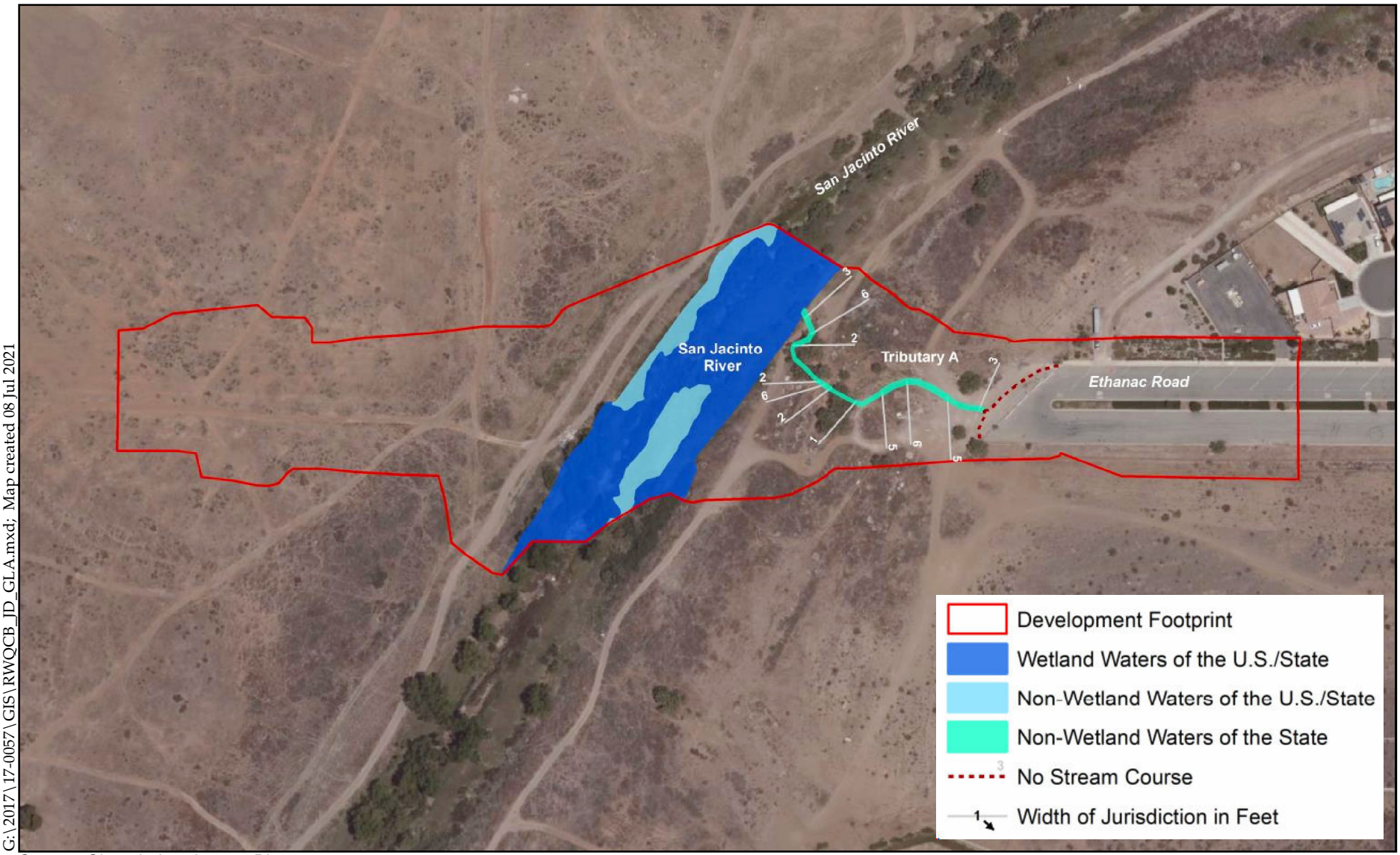

G:\2017\17-0057\GIS\RWQCB_JD_GLA.mxd; Map created 08 Jul 2021

Source: Glenn Lukos Assoc., Bio. Tech. Report, July 2021.

Not to Scale

Figure 8 – RWQCB Jurisdictional Features

Ethanac Road Bridge at San Jacinto River

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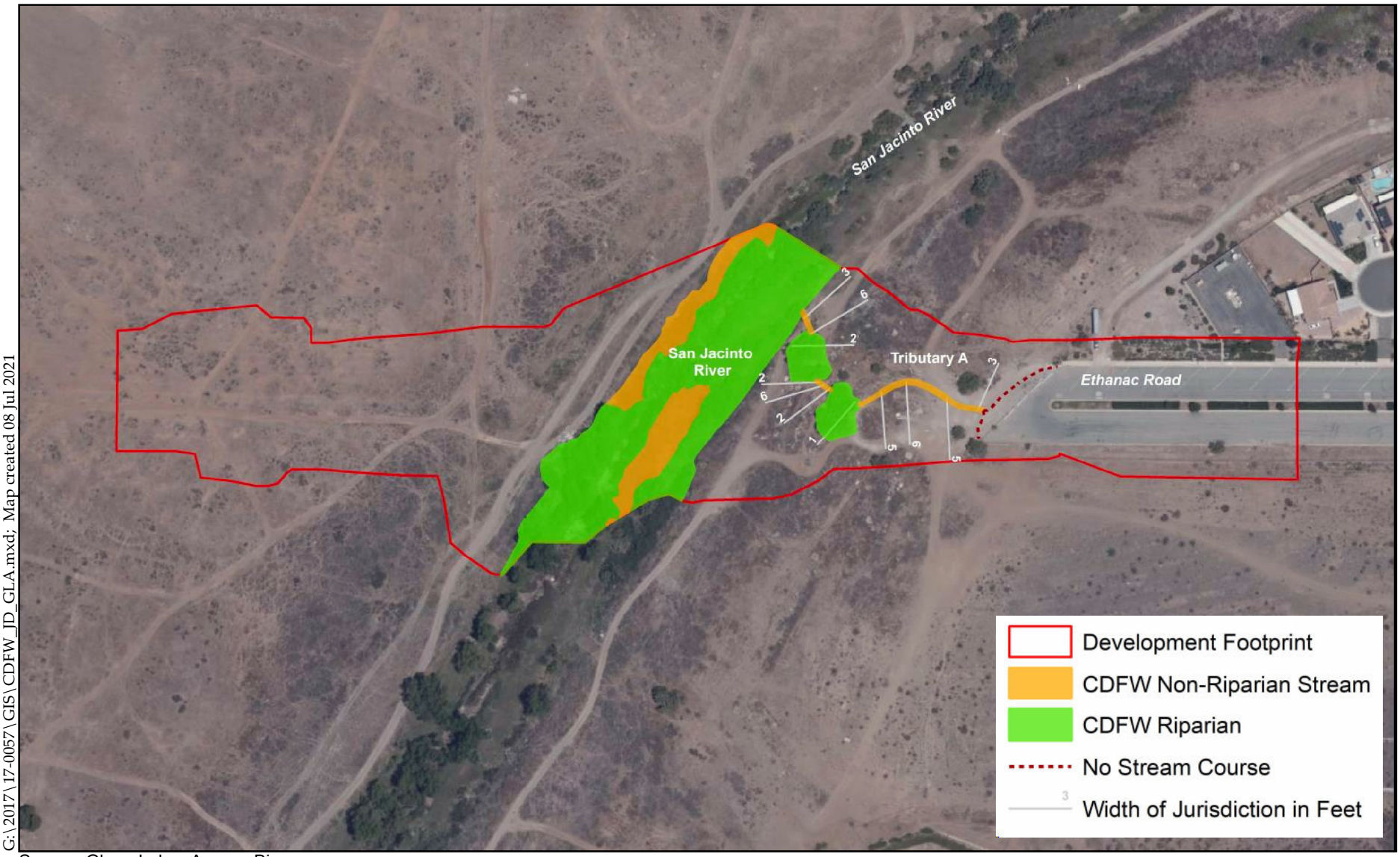

G:\2017\17-0057\GIS\CDFW_JD_GLA.mxd; Map created 08 Jul 2021

Source: Glenn Lukos Assoc., Bio. Tech. Report, July 2021.

Not to Scale

Figure 9 – CDFW Jurisdictional Features

Ethanac Road Bridge at San Jacinto River

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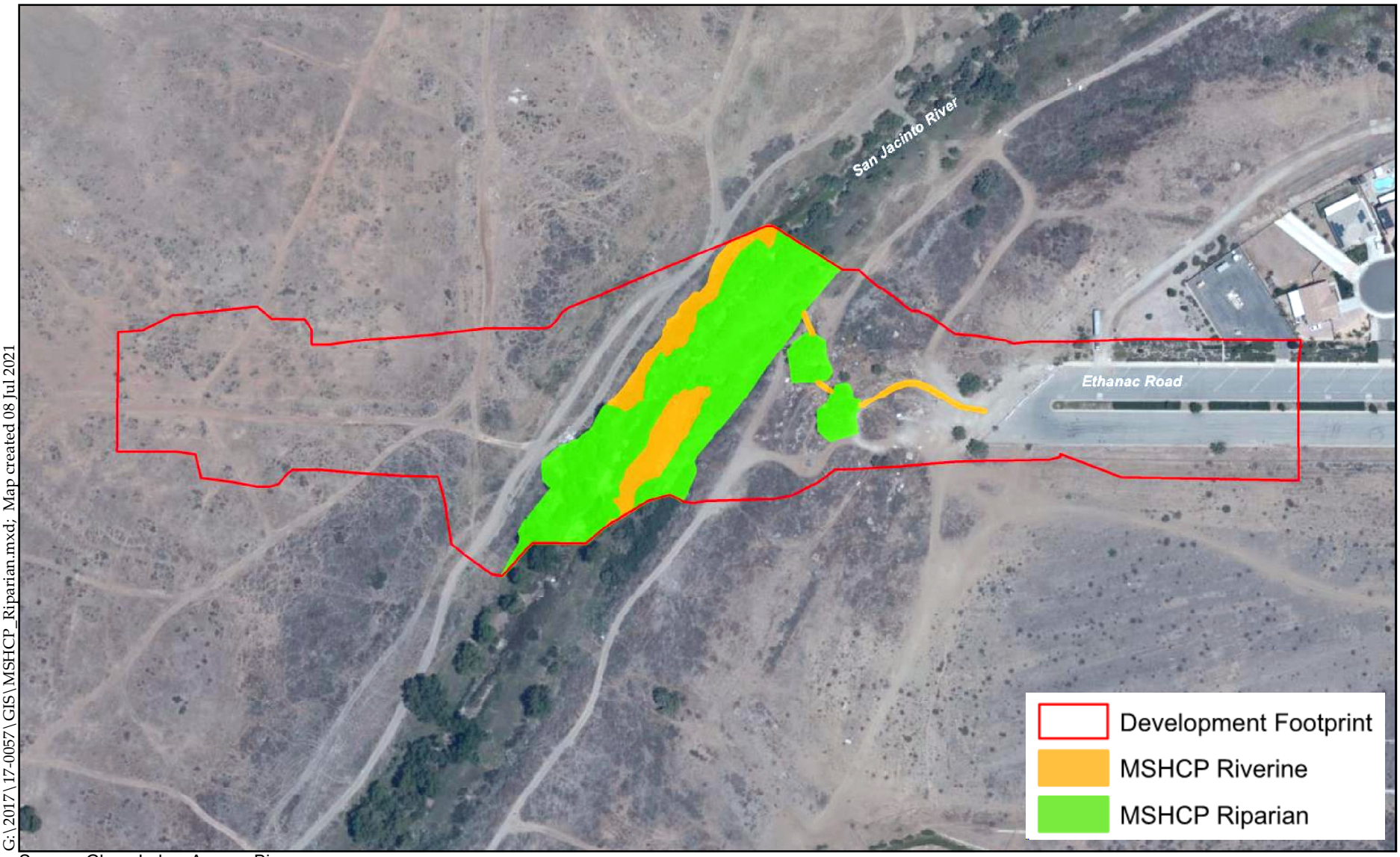

G:\2017\17-0057\GIS\MSHCP_Riparian.mxd; Map created 08 Jul 2021

Source: Glenn Lukos Assoc., Bio. Tech. Report, July 2021.

Figure 10 – MSHCP Riparian/Riverine

Ethanac Road Bridge at San Jacinto River

Not to Scale

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A Phase I Cultural Resource Assessment for the Ethanac Bridge Project was prepared by Applied EarthWorks, Inc. (CRA). The CRA did not identify any historic structures, roads, other features of interest, or historical land development that has occurred at the Project Site or within the Study Area. (AE, p. 14.) Ethnographically, the Project Site lies within the ancestral cultural territory of the Luiseño. However, the area may also have been occupied by the Cahuilla due to population shifts in the historic era. Both of these tribes speak a language of the Takic branch of the Shoshonean family, part of the larger Uto-Aztecan language stock. (AE, p. 8.)

A literature and records search was conducted by the Eastern Information Center (EIC). The results of this search indicate that no less than seven cultural resource studies have been previously conducted within a one-mile radius of the Project Site, and two of these studies covered portions of the Project Site. (AE, p. 13.) Based on the records and literature reviewed, 10 cultural resources were documented within a one-mile radius of Project Site: five prehistoric archaeological sites (pictographs and lithic scatters), two historical archaeological sites (a refuse scatter and mining activity), one site with both prehistoric and historical components (a refuse scatter and prehistoric bedrock milling features), and two historic built-environment resources (a trolley track segment and an irrigation ditch). None of these previously documented cultural resources are within the Project Site. (AE, p. 13.)

An intensive reconnaissance archaeological survey was conducted by AE on March 1, 2018. AE identified the terrain throughout has been disturbed due to homeless camps, by modern dumping, and the placement of rip-rap boulders on the eastern portion of the Project Site. (AE, p. 19.) Ground visibility throughout the area was poor (less than 3 percent) due to dense riparian vegetation along the San Jacinto River. There is extensive modern refuse throughout the Project Site from illegal dumping as well as extensive graffiti on the rip-rap boulders. (AE, p. 19.) The CRA further identified no archaeological or built-environment resources within the Project Site. (AE, p. 19.)

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2.2 PROJECT DESCRIPTION

The proposed Project includes the construction of an approximately 450-foot long bridge (between abutments) crossing the San Jacinto River (in an east-to-west direction) at Ethanac Road (the Bridge) along with approximately 625 linear feet of road improvements to connect the paved portion of Ethanac Road east of the River to the proposed Bridge, approximately 540 linear feet of road improvements to extend Ethanac Road from the westerly Bridge abutment, and four water quality basins, storm drains to connect the water quality basins that will discharge treated runoff into the River. (Refer to **Figure 2 – Project Site** Map and **Figure 3 – Bridge Plan View**.)

The Bridge will be constructed in one or more phases. The Bridge, in its ultimate condition, is proposed to be approximately 113 feet 6 inches wide and will accommodate one 14-foot wide interior travel lane, two 12-foot wide travel lanes, a 4-foot wide shoulder, and a 10-foot wide multipurpose trail in each direction. The travel lanes in both directions will be separated by a 4-foot wide raised median. The ultimate Bridge will be supported on four column piers and two seat cantilever abutments on its east and west ends. The columns will rest on 4-column piers approximately 35 feet by 35 feet in size, which will be located on top of the underlying bedrock.

The first phase of the Bridge to be constructed is proposed to be approximately 78 feet 6 inches wide and will accommodate two 14-foot wide interior travel lanes, two 12-foot wide outside travel lanes, a 4-foot wide shoulder with a 10-foot wide multi-purpose trail on the westbound side, a 5-foot wide Class II bike lane on the eastbound side, and a 4-foot wide painted median. The Bridge will be an approximately 7-foot thick Cast-in-Place Pre-Stressed (CIP/PS) concrete box supported on triple column piers and two seat cantilever abutments on its east and west ends. The columns will rest on 3-column piers approximately 35 feet by 35 feet in size, which will be located on top of the underlying bedrock. As shown in the Section View[5] on **Figure 3 – Bridge Plan View**, both the westerly and easterly abutments will be skewed at approximately 32 degrees to match the flow line of the River. Grading within the River has been limited to the greatest extent possible in order to minimize impacts to the river and includes only the work that ensures proper drainage around the bridges structural elements commencing approximately 163 feet from the northern edge of the Bridge to a point approximately 215 feet downstream from the southern edge of the Bridge as measured from the centerline of the River (**Figure 3.1**). Un-grouted rip-rap and cut-off walls will be constructed at the base of the bridge abutments foundations to protect them from scour. **Figure 3.1 – Bridge Section View, Figure 3.2 – Sections A-A and B-B Bridge Longitudinal Profile,** and **Figure 3.3 –Section C-C Bridge Longitudinal Profile**. shows the general grading anticipated and changes from existing grade.

The proposed Bridge project is designed to accommodate both the proposed interim and ultimate San Jacinto River Stage 3 Master Drainage Plan (SJR3 MDP) configurations and flow rates after completion of the SJR3 MDP project. (Refer to **Figure 3.1**.) The SJR3 MDP project is being

[5] The Section View is a cross-section of the proposed Bridge that shows, from top to bottom, the finished surface of the Bridge, the piers, the location of rip-rap around the piers and on the channel sides, the areas of cut and fill within the channel, the finished channel surface after the Bridge is completed, prior to completion of the San Jacinto River Stage 3 project and the channel surface after completion of the San Jacinto River Stage 3 project.

undertaken by the Riverside County Flood Control and Water Conservation District and is not a part of the Project evaluated in this Initial Study. [6]

As previously stated, the Project includes improvements to Ethanac Road in order to connect the new Bridge to the existing pavement of Ethanac Road east of the River and the extension of Ethanac Road west of the River. Approximately 650 linear feet of Ethanac Road east of the Bridge will be improved along its centerline and Ethanac Road will be extended approximately 640 linear feet west of the westerly Bridge abutment. (Refer to **Figure 3**.) The proposed grading and roadway improvements include:

- Utility relocation (existing sewer and water lines and others as needed);
- Fill and compact ground to the proposed road surface and grading under the bridge, this earthwork entails approximately 790 cubic yards (CY) of raw cut and 29,409 CY of raw fill;
- Removal of approximately 1,867 CY yards of soil, which will be replaced with approximately 350 CY of rip-rap and 933 cubic yards of soil for the Bridge piers;
- Preparation and compaction of sub-grade of Ethanac Road and road transitions east and west of the Bridge;
- Installation of new, and extension of existing, wet and dry utility improvements through the Bridge to the Project limits;
- Asphalt Concrete Paving over Class II Aggregate Base, width transition from existing 106-foot 6-lane road to the 65-foot interim 4-lane Bridge;
- Installation of 8-inch curb, gutter, and sidewalk on the north side of the road;
- Installation of edge of pavement at the south side of Ethanac Road for the interim Bridge width;
- Installation of ramps to allow access for maintenance;
- Drainage and water quality improvements (as described in the following paragraph); and
- Installation of signage, striping, and landscape improvements.

Drainage and water quality improvements to serve the Bridge and road improvements, and comply with County NPDES requirements, consist of four (4) water quality basins located on the north and south side of Ethanac Road at the west and east ends of the Project Site and storm drains to convey treated runoff to the River. (Refer to **Figure 3**.) The water quality basins will be approximately 80 feet by 15 feet in size. Treated runoff from the basins on the east side of the Project Site will be conveyed via 24-inch diameter storm drains to a 30-inch diameter storm drain that will discharge into the River. Treated runoff from the basins on the west side of the Project Site will be conveyed via 18-inch diameter storm drains to a 36-inch diameter storm drain to an 84-inch diameter storm drain that will discharge into the River.

The proposed Project will include street lighting along the Bridge and the extension of Ethanac Road for safety. These lights will be consistent with the existing lighting on Ethanac Road. Additionally, the lights will be shielded and directed onto the extension of Ethanac Road and the roadway deck of the Bridge, and not into the River, onto adjacent properties, or into the night sky.

[6] The Riverside County Flood Control and Water Conservation District issued a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) on October 21, 2019 for the San Jacinto River Stage 3 (SJR3) Master Drainage Plan (MDP) Project. The proposed Bridge is not a component of the SJR3 MDP Project and has independent function and utility.

Project construction is expected to take approximately 12 months and will utilize staging areas alongside the existing road shoulder or lanes of Ethanac Road. As part of the detailed construction plans for the Project, a Construction Traffic Management Plan will be prepared and submitted to the City for approval. The plan may include signage, flagmen, cones, or other acceptable measures to safely guide motorists, cyclists, and pedestrians if a lane closure is necessary. Such measures will be designed to allow safe access of the Project Site and safe passage along Ethanac Road.

2.3 PROJECT APPROVALS

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

- Adoption of the Mitigated Negative Declaration (MND);
- Adoption of the Mitigation Monitoring and Reporting Program (MMRP); and
- Approval of the Bridge, Street and Utility improvement plans, and the Construction Traffic Management Plan.

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

- Clean Water Act Section 404 permit from the United States Army of Corps Engineers;
- Clean Water Act Section 401 permit from the Santa Ana Region, Regional Water Quality Control Board;
- Streambed Alteration Agreement per Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife;
- Easement and approval of the Bridge design from the Riverside County Flood Control and Water Conservation District;
- Approval for the installation/relocation of wet and dry utilities from the various utility providers (i.e., Eastern Municipal Water District, Elsinore Valley Water District, Southern California Edison, Southern California Gas Company, Time Warner Cable).

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 pursuant to State CEQA Guidelines Section 15050:

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005.
- *Perris General Plan 2030 Environmental Impact Report,* SCH No. 2004031135, certified April 26, 2005.
- *Revised Bridge Type Selection Report Ethanac Road Bridge over San Jacinto River Riverwoods Development*, April 6, 2018.
- *Draft Environmental Impact Report No 521 for Riverside General Plan Amendment 960,* recirculated February 2015.

The *Perris Comprehensive General Plan 2030 and the Perris General Plan 2030 Environmental Impact Report* are available for review during normal business hours at the City of Perris Planning Division:

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

The *Revised Bridge Type Selection Report Ethanac Road Bridge over San Jacinto River Riverwoods Development* is available for review during the City's normal business hours at:

City of Perris, Public Works/Engineering Administration Division
24 South D Street., Suite 100,
Perris, CA 92570
(951) 943-6504

The *Draft Environmental Impact Report No 521 for Riverside General Plan Amendment 960* is available for review at the County of Riverside Planning Department website at https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/DEIR%20No.%20521.pdf. This EIR is also available for review during the County of Riverside's normal business hours at:

Riverside County Planning Department
4080 Lemon Street
Riverside, CA 92501
(951) 955-3200

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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.

Signature of Lead Agency Representative — Date: 9/21/2021

Richard Smeaton , Project Planner (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 under the column heading "Potentially Significant Impact" 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 "Environmental Checklist Form, below.

ENVIRONMENTAL CHECKLIST FORM

City of Perris **135 North "D" Street, Perris,** **California 92570**	
Project Title	Ethanac Road Bridge Project
Lead Agency Name and Address	City of Perris Planning Division, 135 North "D" Street, Perris, California 92570
Contact Person and Phone Number	Richard Smeaton, Project Planner, (408) 430-2203
Project Location	The proposed bridge will be situated along the existing Ethanac Road alignment extending across the San Jacinto River (see **Figure 2 – Project Site Map**) from the eastern edge of the San Jacinto River across the river approximately 450 feet in the City of Perris, Riverside County, CA Assessor's Parcel Nos.: 330-130-010, 330-130-027, 330-130-034, 330-160-002, 330-160-007, 330-160-008
Project Sponsor's Name and Address	City of Perris Stuart McKibben, City Engineer 135 North "D' Street Perris, CA 92570
General Plan Designation	Right of way designations
Zoning	Right of way designations
Description of Project	The Project is described in detail in Section 2.2 Project Description.
Surrounding Land Uses and Setting	Refer to **Table 2-A – Surrounding Land Uses.**

Other public agencies whose approval is required	• U.S. Army Corps of Engineers • California Department of Fish and Wildlife • Santa Ana Regional Water Quality Control Board • Riverside County Flood Control and Water Conservation District
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc. has consultation begun	Yes, the City's compliance with Assembly Bill (AB) 52 is discussed in *Threshold 18(a)(ii).*

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 the Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

References: GLA 2021, Perris GP EIR, EIR 521, US Census

Explanation of Checklist Answers

1a. **Less than significant impact.** The proposed Project involves construction and operation of 450-foot long, 80-foot wide bridge crossing the San Jacinto River at Ethanac Road. The majority of the proposed Study Area is currently vacant with overgrown vegetation. The River flows only intermittently – typically after large storm events. The Project Site is not located within a scenic vista and does not in any way impact a scenic vista. Further, construction of the Project will not substantially affect a scenic vista. Therefore, since the Project Site is not a scenic vista, nor does it effect a scenic vista, impacts will be less than significant in this regard.

1b. **Less than significant impact.** According to the City of Perris General Plan Environmental Impact Report (Perris GP EIR), no one rock collection or collection of rocks in the City is notable by virtue of unique formation, size, or character, and there are no notable stands of native or mature trees in the City. (Perris GP EIR, p. VI-2.) The proposed Project Site is vacant with ruderal vegetation with no specific distinguishing qualities of scenic value, and without any structures. Moreover, the closest officially designated State Scenic Highway is Highway 243, located over 20 miles east of the proposed Project Site. Therefore, since there are no scenic resources within the proposed Project Site or Study Area, impacts will be less than significant.

1c. **Less than significant impact.** An urbanized area is defined as an incorporated city with a population of at least 100,000 people, or less than 100,000 people if the population of that city and no more than two contiguous incorporated cities combined, equals at least 100,000 people. As of July 2019, the City of Perris had a population estimate of 79,291 (US Census); however, the adjacent cities of Moreno Valley and Menifee have population estimates of

213,055 and 94,756, respectively, thus meeting the definition of an urbanized area. Visual character and scenic quality refers to the aesthetic setting of a project area. Current land uses surrounding the proposed Project Site and Study Area include a mixture of residential and vacant, undeveloped land. The Project Site is zoned right of way designations in anticipation of the construction of the Bridge and extension of Ethanac Road. The extension of Ethanac Road to the Bridge will be consistent with the existing paved portions of Ethanac Road east of the Project Site, and will not impact the scenic quality or zoning. Therefore, impacts regarding changes to the visual character of the area will be less than significant.

1d. **Less than significant impact.** The proposed Project will include street lighting along the Bridge and the extension of Ethanac Road for safety. These lights will be consistent with the existing lighting on Ethanac Road. Additionally, the lights will be shielded and directed onto the extension of Ethanac Road and the roadway deck of the Bridge, and not into the River, onto adjacent properties, or into the night sky. Through Project design and compliance with City standards, impacts with regard to the creation of a new source of substantial light will be less than significant.

5.2. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

References: Perris GP, Perris GP EIR, Perris GP Map, Perris GP Land Use Element, Perris Zoning Map

Explanation of Checklist Answers

2a. **No impact.** The Project Site is not designated as any type of Farmland by the California Natural Resources Agency. (Perris GP EIR, p. VI-3; Perris GP Land Use Element, p. 3.6; Perris GP Map.) Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project Site, there will be no impacts with regard to the conversion of Farmland.

2b. **No impact.** The Project Site is not zoned for agricultural use and is not covered under a Williamson Act Contract. (Perris GP EIR, p. VI-3.) Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use or a Williamson Act Contract and there will be no impacts in this regard.

2c. **No impact.** There is no existing property within the City of Perris zoned for forest land, timberland, or Timberland Production Zones as defined by the Public Resources Code or Government Code. (Perris GP Map and Perris Zoning Map). There will be no impacts in this regard.

2d. **No impact.** As discussed in *Threshold 5.2c*, above, there is no land zoned forest land within the City of Perris. 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. **No impact.** As discussed in *Thresholds 5.2a through 5.2d* above, the Project Site is not designated as Farmland, or forest land. Therefore, implementation of the proposed Project will not result in the conversion of agricultural land to a non-agricultural use or forest land to non-forest uses. There will be no impacts in this regard.

5.3. AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

References: Perris GP, SCAQMD 2017, WEBB 2018b

Explanation of Checklist Answers

3a. **Less than significant impact.** The City of Perris is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has prepared 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, which was most recently updated in March 2017 (SCAQMD 2017). The control measures and related emission reduction estimates included in the AQMP are based upon emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

The proposed Project is the construction of the Ethanac Road Bridge and extension of Ethanac Road, to extend Ethanac Road west over the San Jacinto River, as shown on Figure CE-12 of the Perris GP Circulation Element. Thus, the Project is in conformance with local land use plans. Therefore, implementation of the Project will have a less than significant impact with regard to conflicting or obstructing implementation of the AQMP.

3b. **Less than significant impact.** Air quality impacts can be described in short- and long-term perspective. Short-term impacts occur during site preparation and Project construction, whereas long-term impacts are associated with Project operation.

The Project will primarily generate short-term impacts which would occur during Project construction. Long-term impacts from infrastructure improvements would be primarily from the infrequent visits by vehicles driven by maintenance personnel and are considered negligible. Therefore, only short-term construction impacts were evaluated. The Project's

short-term emissions were evaluated using the California Emissions Estimator Model (CalEEMod™), which is a statewide land use emission computer model designed to provide emissions information resulting from implementation of the Project. The analysis is included in the *Air Quality/Greenhouse Gas Analysis for the Ethanac Bridge Project*[7] and the results are summarized below.

Short-term construction emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. The construction emissions reflect the Project's mandatory compliance with SCAQMD Rule 403 for fugitive dust control, which utilized the mitigation option of watering the Project Site three times daily and achieves a control efficiency of 61 percent for PM-10 and particulate matter less than 2.5 microns in size (PM-2.5) emissions.

As shown in **Table 5.3-A – Unmitigated Estimated Daily Construction Emissions**, the maximum daily criteria pollutant emissions from construction of the proposed Project will be below the applicable SCAQMD daily regional thresholds for all criteria pollutants; thus, no mitigation is required. (WEBB 2018b.)

Table 5.3- A –Unmitigated Estimated Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading/Bridge Abutment	3.02	**38.50**	14.96	0.04	**6.61**	**4.08**
Bridge Construction 2019	1.83	23.39	12.96	0.04	1.84	1.02
Bridge Construction 2020	**1.66**	21.49	**12.38**	**0.04**	1.81	0.94
Paving	**1.57**	13.64	**14.06**	**0.02**	1.00	0.75
Maximum[1]	**3.23**	**38.50**	**26.45**	**0.06**	**6.61**	**4.08**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note:
[1] Maximum emissions are the greater of either Grading/Bridge Abutment or Bridge Construction 2019 alone, or Bridge Construction 2020 and Paving since these activities overlap. Maximum emissions shown in bold.

In addition to the daily regional thresholds, the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term) on nearby receptors. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project is located in SRA 24. The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest receptors (in meters). The closest receptors to the Project's construction site are existing residences 90 meters (295 feet) northeast of the Project Site. Therefore, the nearest receptor distance of 50 meters (164 feet) was used for the construction analysis.

[8] The Phase I CRA is included as Appendix C.

Table 5.3-B – Unmitigated Localized Significance Thresholds (LST) Results for Daily Construction Emissions, below, shows that the construction short-term emissions are below the LST established by SCAQMD; thus, no mitigation is required. (WEBB 2018b.)

Table 5.3- B – Unmitigated Localized Significance Thresholds (LST) Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM-10	PM-2.5
LST Threshold for 1-acre at 50 meters	**148**	**887**	**12**	**4**
Grading/Bridge Abutment	28.82	13.17	**6.21**	**3.96**
Bridge Construction 2019	13.54	9.29	0.79	0.73
Bridge Construction 2020	12.20	**9.04**	0.68	0.63
Paving	13.36	**13.10**	0.73	0.68
Maximum[1]	**28.82**	**22.13**	**6.21**	**3.96**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Note:
[1] Maximum emissions are the greater of either Grading/Bridge Abutment or Bridge Construction 2019 alone, or Bridge Construction 2020 and Paving since these activities overlap. Maximum emissions shown in bold.

Based on the regional and localized significance threshold analysis for the proposed Project, neither the short-term construction nor the long-term operational emissions will exceed the daily regional thresholds set by SCAQMD for criteria pollutants. Therefore, the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the impact is considered less than significant with mitigation.

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 2015). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. Since the proposed Project is in conformance with the AQMP and the only project-generated emissions will not exceed SCAQMD thresholds for either construction or operations, the Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment is not cumulatively considerable and is considered less than significant.

3c. **Less than significant impact.** The closest sensitive receptors to the Project construction site are existing residential uses along Ethanac Road, approximately 90 meters (295 feet) northeast of the Project Site. Therefore, the 50 meter LST was used to be conservative. As shown in **Table 5.3 – A**, **Unmitigated Localized Significance Thresholds (LST) Results for Daily Construction Emissions**, below, emissions from construction of the Project are below the LST established by SCAQMD.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or on-site mobile equipment generating on-site emissions. The proposed Project does not include such uses. Therefore, no long-term LST analysis is needed. (WEBB 2018b.)

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 to odor, and they do not always agree about the severity of an odor once it is detected. It is anticipated that the major potential sources of odor from the proposed Project would occur during construction, particularly from construction equipment exhaust and asphalt paving. However, the LST analysis in **Table 5.3-B**, above shows that significant amounts of emissions (including PM from diesel) will not be produced at a local level during construction and the Project will not expose substantial numbers of people to objectionable odors and potential. Further, odors generated by the Project would be temporary and would cease to occur after construction is completed. For these reasons, implementation of the Project will have a less than a significant impact with regard to the creation of objectionable odors affecting a substantial number of people.

5.4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

References: GLA 2021,

Explanation of Checklist Answers

4a. **Less than significant with mitigation incorporated.** As discussed in Section 2.1 Project Location and Setting, a BTR was prepared for the Project by Glenn Lukos Associates, Inc. (GLA) to assess potential impacts related to biological resources. As part of the BTR preparation, GLA conducted biological surveys during May 2017, June 2017, and July 2017. The Study Area and Project Site are heavily disturbed and dominated by invasive non-native species. Several trail/roads are maintained throughout the upland area, and the upland area west of the River is heavily disturbed due to all-terrain vehicle (ATV) and other motorized vehicle use. The River portion of the Study Area includes several types of vegetation including emergent wetlands, alkali meadow, non-native grassland, and riparian areas. The riparian-associated vegetation provides moderate to high value for locally common wildlife species, especially birds. (GLA 2021, pp. 4, 7, 24.)

The Project Site is located within Criteria Area Plant Species Survey Area (NEPSSA) 3 and Criteria Area Plant Species Survey Area (CAPSSA) 3 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and as required by *Volume 1, Section 6.1.3* of the MSHCP, focused surveys for narrow endemic plant species were conducted. No special-status plants were detected or observed on the Project Site or within the Study Area. (GLA 2021, pp. 5, 28.)

The Project Site contains two depression features that inundate seasonally from rainfall, as shown on BTR Exhibit 9. These features were surveyed by GLA in 2013/2014 as part of the Riverwoods Development Project. The surveys consisted of a wet season survey performed for the 2013/2014 wet season and a dry season survey in 2014. The non-listed versatile fairy shrimp (*Branchinecta lindahli*) was detected in both features during the wet season survey. No listed fairy shrimp species, including the Riverside fairy shrimp *(Streptocephalus woottonii)*, vernal pool fairy shrimp *(Branchinecta lynchi)* or San Diego fairy shrimp *(Branchinecta sandiegonensis),* were detected during the west season survey. Cysts of the Genus Branchinecta were confirmed in both features as part of the dry season survey. The surveys confirmed listed species of fairy shrimp were absent from the Project Site. (GLA 2021, pp. 32.)

The white-tailed kite (*Elanus leucurus)*, yellow-breasted chat *(Setophaga petechia)* , yellow warbler *(Setopaga petechia)* , and Least Bell's vireo *(Vireo belli pusillius)*, all special-status animal species, were detected or observed in the Study Area and Project Site. Project implementation will result in the permanent loss of habitat that potentially supports these special-status species. (GLA 2021, p.32.) **Table 5.4-A – Impacts to Special Status Bird Habitat** identifies impacts and the proposed mitigation for the loss of habitat for these bird species.

Table 5.4-A – Impacts to Special Status Bird Habitat

Species Type of Habitat	Impacts (acres)	Mitigation
Least Bell's vireo Nesting and foraging habitat	1.48	Mitigation measure **MM BIO 1**
White-tailed kite Foraging habitat (No impact to nesting habitat.)	3.24	MSHCP (fully covered species)
Yellow-breasted chat Foraging habitat	1.48	MSHCP (fully covered species)
Yellow warbler Nesting habitat	1.48	MSHCP (fully covered species)

Source: Compiled from GLA 2021, pp. 46-47

Although Project implementation will result in permanent impacts to habitat for the white-tailed kite, yellow-breasted chat, and yellow warbler, the Project will not result in direct take of the species, and any impacts due to habitat loss would be mitigated by the MSHCP, as these are fully covered species. (GLA 2021, pp. 46-47.) Project implementation will also

result in permanent impacts to least Bell's vireo habitat (GLA 2021, p. 46.), however those impacts will be mitigated to a less than significant level through the implementation of mitigation measure **MM BIO 1**, which requires the purchase of wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program and approval of a DBESP as discussed under *Threshold 5.4f*.

> **MM BIO 1:** To offset impacts to 1.48 acres of least Bell's vireo habitat with long-term conservation value, the City shall purchase wetland/riparian habitat establishment credits and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 2:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. Final compensatory mitigation will include the purchase of mitigation credits, and will be determined through the approval of a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

Focused southwestern willow flycatcher (*Epidonax trailli extimus)* surveys were conducted for all suitable habitat areas within the Study Area, in accordance with the 2010 USFWS survey guidelines, on May 22, 2017, June 12, 2017, June 22, 2017, June 27, 2017 and July 6, 2017. The results of these surveys indicate this species is absent from the Project Site. (GLA 2021, p. 36.)

Portions of the Study Area and Project Site occur within an MSHCP Survey Area for burrowing owls *(Athene cunicularia)*. (GLA 2021, p. 10.) A focused burrow survey was conducted on May 9, 2017 and suitable burrows were identified within the Study Area. Consequently, focused burrowing owl surveys were conducted on May 19, 2017, May 26, 2017, June 8, 2017, and June 20, 2017 in all suitable habitat within the Study Area in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions. (GLA 2021, p. 10.) No burrowing owls or signs of burrowing owls were found on site during the focused survey. (GLA 2021, p. 39.) Nonetheless, as required by MSHCP Section 6.3.2, mitigation measure **MM BIO 2,** which requires a pre-construction presences/absence survey for burrowing owls 30 days prior to site disturbance, will be implemented. If burrowing owls are detected on-site during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), the California Department of Fish and Wildlife (CDFW), and the United States Fish and Wildlife Service (USFWS).(GLA 2021, p. 51.) With implementation of mitigation measure **MM BIO 2**, impacts to burrowing owls will be reduced to a less than significant level.

> **MM BIO 2:** A qualified biologist shall conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to initial ground-disturbing activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the Project Site prior

to the initiation of ground-disturbing activities, the City will immediately inform the Wildlife Agencies (i.e. the California Department of Fish and Wildlife and United States Fish and Wildlife Service) and the Western Riverside County Regional Conservation Authority (RCA), and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur but the site is left undisturbed for more than 30 days, a pre-construction survey shall be conducted again to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the City shall inform and coordinate with the Wildlife Agencies and RCA as previously described.

The Study Area also contains low quality habitat suitable for the Stephens Kangaroo Rat (SKR). The Project Site is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The SKR HCP initially established Core Reserves for the conservation of key SKR populations. The MSHCP, through its goals for SKR, reaffirms the conservation goals of the SKR HCP, while expanding the coverage area outside of the original coverage boundaries of the SKR HCP. Neither the SKR HCP nor the MSHCP requires project-specific SKR surveys for sites located outside of the existing Core Reserves. Instead, payment of SKR fees for private projects and participation in the MSHCP for public works projects are sufficient to obtain take authorization for SKR, unless specific lands are targeted for conservation by SKR HCP or MSHCP. Project implementation would result in temporary and permanent impacts to SKR suitable habitat. As a public works project, take authorization for SKR for the proposed Project will occur through participation in the MSHCP. (GLA 2021, p. 39.) Thus, through participation and compliance with the SKR HCP and the MSHCP, impacts would be less than significant.

The Project Site contains trees, shrubs and ground cover that provide suitable habitat for nesting migratory birds. (GLA 2021, p. 40.) Mortality of native birds (including eggs) is prohibited under the California Fish and Game Code. Construction of the Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). In the event that construction during the nesting season cannot be avoided, mitigation measure **MM BIO 3**, which requires a pre-construction survey and avoidance if active nests are present, shall be implemented to reduce impacts to a less than significant level.

MM BIO 3: To avoid impacts to nesting birds, vegetation clearance shall be conducted outside of the nesting season (February 1 through September 15), unless a qualified biologist conducts a nesting bird survey within three days prior to any disturbance, including disking, demolition, and grading, of the Project Site. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nest are no longer occupied and the juvenile birds can survive independently from the nests the juvenile birds can survive independently from the nests.

In sum, the Study Area and Project Site did not contain special status plants, southwestern willow flycatcher, or burrowing owls. As required by mitigation measure **MM BIO 1,** wetland/riparian habitat establishment and/or rehabilitation credits will be purchased from an approved mitigation bank/in-lieu fee program, for impacts to Least Bell's vireo habitat. Mitigation measure **MM BIO 2** will require a 30-day preconstruction burrowing owl survey prior to Project Site disturbance, for impacts on burrowing owls. Mitigation measure **MM BIO 3**, will require vegetation clearance occur outside of the nesting season unless a nesting survey is completed and buffers are established around any active nests. With the foregoing mitigation measures in place, Project impacts with regard to candidate, sensitive, or special status plant and wildlife species, will be reduced to a less than significant level.

4b. **Less than significant with mitigation incorporated.** According to the BTR, approximately 1.81 acres within the Project Site, consisting of 1.48 acres of riparian vegetation and 0.33 acre of riparian stream are under CDFW jurisdiction. These areas are shown on **Figure 9** – **CDFW Jurisdictional Features** (GLA 2021, p. 43.). As summarized in **Table 5.4-B – Impacts to California Department of Fish and Wildlife Jurisdictional Streambeds**, approximately 1.64 acres of CDFW jurisdiction is associated with the River and 0.17 acre are associated with Tributary A.

Table 5.4-B – Impacts to California Department of Fish and Wildlife Jurisdiction

Drainage Name	Non-Riparian (acres)	Riparian (acres)	Total (acres)	Length (linear feet)
San Jacinto River	0.30	1.34	1.64	520
Tributary A	0.03	0.14	0.17	385
Total	**0.33**	**1.48**	**1.81**	**906**

Source: GLA 2021, Section 4.10.3 and Table 4-6

Because the Project will impact areas under the jurisdiction of the CDFW, the Project proponent will implement mitigation measure **MM BIO 4**, which requires obtaining the necessary authorization from the appropriate regulatory agencies.

> **MM BIO 4:** To offset permanent impacts to 1.58 acres of United States Army Corps of Engineers and Regional Water Quality Control Board jurisdiction (including 1.28 acres of wetlands), and 1.81 acres of California Department of Fish and Wildlife jurisdiction, prior to any ground disturbing activities within jurisdictional areas, the City shall obtain the necessary authorization from the regulatory agencies for proposed impacts to these resources. Impacts to jurisdictional resources shall require authorization by the corresponding regulatory agency. Authorization may include, but is not limited to, a Section 404 permit from the United States Army Corps of Engineers, a Section 401 Water Quality Certification from the Santa Ana Regional Water Quality Control Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife. Project construction and operation shall be in compliance with any conditions or requirements established by the requisite regulatory agencies.

As required by the MSHCP, the City will complete the DBESP and Joint Project Review (JPR) processes for the Project prior to the initiation of any Project-related ground disturbance or construction and provide replacement habitat at a 2:1 ratio.

For the reasons set forth above, through compliance with the MSHCP and implementation of mitigation measure **MM BIO 4**, impacts with regard to riparian habitat or other sensitive natural communities will be less than significant.

4c. **Less than significant with mitigation incorporated.** According to the BTR, Project implementation would also result permanent impacts to approximately 1.55 acres of resources under the jurisdiction of the United States. Army Corps of Engineers (Corps) and approximately 1.58 acres of the Santa Ana Regional Water Quality Control Board (RWQCB) jurisdiction as shown on **Figure 7** – Corps **Jurisdictional Features** and **Figure 8 – RWQCB Jurisdictional Features.** (GLA 2021, p.48.)

Corps jurisdiction is associated with the River and, as summarized in **Table 5.4-C – Impacts to Army Corps of Engineers and Santa Ana Regional Water Quality Control Board Jurisdictional Waters and Wetlands**, consists of impacts to wetlands, non-wetlands, and streambed.

Table 5.4-C – Impacts to Corps Jurisdiction

Drainage Name	Non-Wetlands (acres)	Wetlands (acres)	Total (acres)	Length (linear feet)
San Jacinto River	0.27	1.28	1.55	521

RWQCB jurisdiction is associated with the San Jacinto River (waters of the United States and State) and Tributary A (waters of the State only)

Table 5.4-D – Impacts to RWQCB Jurisdiction

Drainage Name	Non-Wetland Waters (acres)	Wetlands (acres)	Total RWQCB Jurisdiction (acres)	Length (linear feet)
Waters of the United States and State				
San Jacinto River	0.27	1.28	1.55	521
Waters of the State Only				
Tributary A	0.03	0	0.03	385
Total	**0.30**	**1.28**	**1.58**	**906**

The above impacts would be offset with the implementation of mitigation measures **MM BIO 1 and MM BIO 4**. Mitigation measure **MM BIO 1** requires the purchase of wetland/riparian habitat establishment and/or rehabilitation credits from an approved

mitigation bank/in-lieu fee program at a minimum 2:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank and the Riverside-Corona Resource Conservation District In-Lieu Fee Program. (GLA 2021, p. 52.) Mitigation is proposed off-site because the future San Jacinto River Stage 3 Project when ultimately constructed would preclude any on site vegetation restoration efforts. Mitigation measure **MM BIO 4**, requires obtaining the appropriate regulatory authorization from the Corps and RWQCB. Therefore, with implementation of mitigation measures **MM BIO 1** and **MM BIO 4**, impacts with regard to state and federally protected wetlands will be less than significant.

4d. **Less than significant with mitigation incorporated.** The Project Site is within Subunit 4, San Jacinto River Lower of the Mead Valley Area Plan of the MSHCP. Specifically, the majority of the Project Site is located within independent Cells 3570 and 3665, with a small portion located within the northeastern corner of Cell Group L (Cell 3659.) Portions of Cells 3665 and 3659 contribute to Proposed Constrained Linkage 19 and Proposed Linkage 7; portions of Cell 3570 contribute to Proposed Linkage 7. (GLA 2021, pp. 5, 48-49.)

The majority of the River within Cell 3570 is already conserved as Additional Reserved Lands (ARL), with the exception of two linear parcels (APNs 330-130-009 and 330-130-010) that are not yet conserved. Cell 3665 is located south Ethanac Road and includes a small portion of the River in the northwestern corner of the Cell that is not yet conserved. This portion of the River is described for conservation for Proposed Linkage 7. A much smaller portion of the Project Site is located within the northeastern corner of Cell 3659 (Cell Group L) in the Ethanac Road ROW and outside of the River.

Ethanac Road is a Planned Road as described in MSHCP *Volume 1, Section 7.3.5*, with a covered ROW of approximately 180 feet wide. Of the overall 9.02-acre Project Site, approximately 2.32 acres are located outside of covered ROW, including 1.01 acres within the existing conserved ARL upstream of the ROW and 0.7 acre of the River downstream of the ROW described for conservation. MSHCP Table 7-4 (Planned Facilities) states that Ethanac Road would span the San Jacinto River with a bridge. As stated in the Project Description, the Bridge will not consist of a free span but will be supported on triple column piers approximately 35 feet by 35 feet in size that will be located on top of the underlying bedrock. Because permanent impacts to vegetation communities targeted for conservation by the MSHCP would be offset through the implementation of mitigation measure **MM BIO 1**, which requires a one-time in-lieu fee payment to an approved mitigation bank and/or in-lieu fee program within the MSHCP Plan Area in the San Jacinto/Santa Ana Watershed or adjacent watershed at a 2:1 mitigation-to-impact ratio (GLA 2021, pp. 48-49.), Project impacts to the conservation goals identified for Criteria Cells 3570, 3659, and 3665, and Cell Group L will be reduced to a less than significant level.

There are no wildlife nurseries in proximity to the Study Area.

Therefore, with implementation of mitigation measure **MM BIO 1** and compliance with the MSHCP, the proposed Project will have a less than significant impact with regard to the movement of species, wildlife corridors, and wildlife nursery sites.

4e. **Less than significant with mitigation incorporated.** The City of Perris has adopted Ordinance No. 1123 which establishes a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP and has also adopted the following Perris GP 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 IS, the requisite biological surveys have been completed, the appropriate regulatory permits will be obtained through implementation of mitigation measure **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 with mitigation incorporated.** As previously discussed, the Project Site is within the geographic area covered by the MSHCP. Specifically, the Project Site is within Criteria Cells 3570, 3659, and 3665. Approximately 6.70 acres of the Study Area are located within covered ROW for Ethanac Road with 2.32 acres located outside the ROW, of which 1.01 acres is located within existing ARL. (GLA 2021, p. 49.) Because the Study Area is within Criteria Cells, the Project is subject to the MSHCP JPR process. (GLA 2021, p. 5.) The City initiated the JPR process in October 2018 and will resubmit the JPR applications. The JPR recommendations will be incorporated into the Project upon completion of the JPR process.

In accordance with the MSHCP, the proposed Project was reviewed for consistency with the MSHCP Reserve Assembly Requirements, 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.

Project Relationship to Reserve Assembly

Ethanac Road is described as a Planned Road in Section 7.3.5 of the MSHCP with an approximately 180-foot-wide covered ROW and a specific consideration (MSHCP Table 7-4) that the road spans the River with a bridge. As previously discussed, approximately 6.70 acres of the overall 9.02-acre Project Site is within the covered ROW. However, approximately 2.32 acres are located outside of covered ROW, including 1.01 acres within the existing conserved ARL upstream of the ROW and 0.70 acre of the river downstream of the ROW described for conservation. Furthermore, the Bridge will consist of a span of the active river channel and will be supported on triple column piers approximately 35 feet by 35 feet in size that will be located on top of the underlying bedrock underneath where the current berms of the river are located. As the impacts to lands outside of the ROW correspond to riparian/riverine habitat, these impacts will be offset through implementation of mitigation measure **MM BIO 1**, which requires a one-time payment to an approved mitigation bank within the MSHCP Plan Area in the San Jacinto River watershed or Santa Ana River watershed at a 2:1 mitigation-to-impact ratio. (GLA 2021, pp. 52-53.)

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

Since suitable habitat was present for the least Bell's vireo, GLA conducted focused surveys for this species. No suitable habitat was identified for southwestern willow flycatcher or yellow-billed cuckoo hence focused surveys for these species was not warranted. (GLA 2021, p. 7.) Because the least Bell's vireo was detected within the Project footprint, the 1.48 acres of riparian habitat being impacted by the Project is recognized as habitat with long-term conservation value. (GLA 2021, p. 53.) To offset the permanent impacts to MSHCP riparian/riverine areas, the Project will implement mitigation measure **MM BIO 1,** which requires a one-time payment to an approved mitigation bank. Additionally, as required by the MSHCP, a DBESP analysis for impacts to MSHCP riparian/riverine areas and least Bell's vireo has been prepared and will be submitted to the Resource Agencies for review and approval prior to the initiation of any Project-related ground disturbance. The Project will implement the final compensation for the loss of MSHCP riparian/riverine areas as determined through the DBESP process. (GLA 2021, p. 53.) Because the requisite focused surveys were completed, mitigation measure **MM BIO 1** will be implemented, and ,and the impacts to occupied riparian habitat will be mitigated through the payment to a mitigation bank as outlined in the DBESP, the Project is consistent with Section 6.1.2 of the MSHCP.

Section 6.1.3 Protection of Narrow Endemic Plant Species

The proposed Project Site is located within the NEPSSA 3 and CAPSSA 3 survey areas. GLA conducted focused rare plant surveys on May 9, 2017 and June 8, 2017 within the Study Area. No special status plants were detected within the Study Area. Therefore, the proposed Project is consistent with Section 6.1.3 of the MSHCP. (GLA 2021, pp. 8, 28-31.)

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 close 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 and Toxics: A General Construction Permit (GCP) will be issued by the State Water Resources Control Board. The GCP requires that prior to any ground disturbance that may affect water quality, the Project's contractor shall develop a Stormwater Pollution Prevention Plan (SWPPP) to prevent impacts to water quality during construction. Additionally, a Water Quality Management Plan shall be prepared on behalf of the City by Richland, to prevent pollutants from entering the MSHCP Conservation Area and the River during operation and maintenance of the Project. (GLA 2021, p. 50.)

Lighting: As discussed in *Threshold 5.1d*, the Project will include street lighting along the Bridge and the extension of Ethanac Road for safety. As required by Chapter 19.02.110 of the City's Zoning Ordinance, the lights will be shielded and directed onto the extension of Ethanac Road and the roadway deck of the Bridge, and not into the River so as not to increase the ambient lighting in the MSHCP Conservation Area. (GLA 2021, p. 50.)

Invasive Species: The MSHCP requires that only native landscaping be used. Project-related landscaping will avoid the use of invasive plant species identified in MSHCP Table 6-2. (GLA 2021, p. 51.)

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 is located within Additional Study Areas for burrowing owl and CAPSSA plant species. As previously discussed, focused surveys for these species were conducted within the Project Site. No CAPSSA plant species or burrowing owls were detected or identified within the Project Site during focused surveys for each species. (GLA 2021 p. 54.) To confirm compliance with the MSHCP requirement for a preconstruction survey for burrowing owls 30 days prior to ground disturbing activities, the Project will implement mitigation measure **MM BIO 3**. With the requisite biological surveys completed and implementation of mitigation measures, the Project is consistent with MSHCP Section 6.3.2.

5.5 CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

References: Applied Earthworks (AE), Perris GP

Explanation of Checklist Answers

5a. **No impact.** As part of the *Phase I Cultural Resources Assessment for the Ethanac Bridge Project*, March 2018, prepared by Applied EarthWorks (AE) (hereinafter referred to as the CRA),[8] a literature and records search was conducted by at the Eastern Information Center (EIC). The results of this search indicate that no less than seven cultural resource studies have been previously conducted within a one-mile radius of the Project Site, and two of these studies covered portions of the Project Site. (AE, p. 13.) Based on the records and literature reviewed, 10 cultural resources were documented within a one-mile radius of Project Site: five prehistoric archaeological sites (pictographs and lithic scatters), two historical archaeological sites (a refuse scatter and mining activity), one site with both prehistoric and historical components (a refuse scatter and prehistoric bedrock milling features), and two historic built-environment resources (a trolley track segment and an irrigation ditch). None of these previously documented cultural resources are within the Project Site. (AE, p. 13.)

As part of the CRA, Æ consulted the 1901 Elsinore 30-minute USGS quadrangle, the 1942 and 1943 Murrieta 15 minute USGS quadrangles, and the 1953 (photo-revised 1973 and 1979) Romoland 7.5-minute USGS quadrangle to assess historical land-use development in the Study Area. No structures, roads, or other features of interest are shown within, or in the vicinity of, the Project Site on any of the historical maps. (AE, p. 14.)

An intensive reconnaissance archaeological survey was conducted by AE on March 1, 2018. AE identified the terrain throughout has been disturbed due to homeless camps, by modern dumping, and the placement of rip-rap boulders on the eastern portion of the Project Site. (AE, p. 19.) Ground visibility throughout the area was poor (less than 3 percent) due to dense riparian vegetation along the San Jacinto River. There is extensive modern refuse throughout the Project Site from illegal dumping as well as extensive graffiti on the rip-rap boulders. (AE, p. 19.) The CRA further identified no archaeological or built-environment resources within the Project Site. (AE, p. 19.) Therefore, based on the EIC records search and intensive

[8] The Phase I CRA is included as Appendix C.

reconnaissance archaeological survey by Æ on the Project Site, no impacts to historical resources are anticipated and no mitigation is required.

5b. **Less than significant with mitigation incorporated.** As discussed in *Threshold 5.5a* above, a total of 10 cultural resource properties were recorded within one mile of the Project Site; however, none of these resources were recorded on the Project Site. As part of the CRA, AE requested a records search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC). Results of the SLF search indicate that there are known Native American cultural resources within the one-mile radius of the Project Site. In accordance with the recommendations of the NAHC, AE contacted all Native American consultants listed in the NAHC to elicit information on Native American resources in the area. Of the 24 groups and/or individuals contacted, AE received responses from five tribes: the Sycuan Band of the Kumeyaay Nation, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians (ACBCI), the Augustine Band of Cahuilla Indians, and the Pauma Band of Luiseño Indians. The Sycuan Band of the Kumeyaay Nation stated they will defer to local tribes due to lack of knowledge about resources in Riverside County. The ACBCI will defer to the Soboba Band of Luiseño Indians for consultation. The Soboba Band of Luiseño Indians requested formal consultation with the City, and the presence of a Native American Monitor during ground-disturbing activities. The Augustine Band of Cahuilla Indians are not aware of any cultural resources in the Project Site and encouraged the City to contact other Tribes about the Project and contract with a Native American monitor for ground-disturbing activities during Project construction. The Pauma Band of Luiseño Indians recommended monitoring of all ground-disturbing activities due to the Project Site's proximity to a waterway. (AE, p. 16.) City's AB 52 consultation process is discussed in *Threshold 5.18*.

On January 4, 2019, the City sent letters to the following entities offering the opportunity for formal consultation about the project pursuant to AB 52: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, and Soboba Band of Luiseño Indians. Responses were received from the Agua Caliente, the Rincon, and the Morongo who all deferred to the Soboba and/or the Pechanga. The Pechanga requested formal consultation, which was held on February 13, 2019; Native American monitoring during ground disturbing activities and some additional information about the Project were requested, with the additional information being provided on February 27, 2019. The Soboba also requested formal consultation after they received a copy of the CRA, which was sent to them on February 27, 2019; formal consultation was held on March 21, 2019. As requested in both consultations, mitigation measures **MM CR 1** and **MM CR 2** were forwarded to the Pechanga and the Soboba representatives on February 9, 2021. These measures address their concerns and formal consultation will be concluded prior to adoption of the MND.

An intensive reconnaissance archaeological survey was conducted by AE on March 1, 2018. No cultural resources, either historic or prehistoric, were discovered during the survey efforts. (AE. p. 19.) Although the Project Site is located in a disturbed area (as discussed in *Threshold 5.5a*, above), since ground visibility is poor due to dense riparian vegetation and it is difficult to ascertain if buried archaeological remains are present, the Project will implement mitigation measure **MM CR 1,** which requires monitoring of initial ground

disturbing activities and outlines a process in the unlikely event of a discovery of a previously-unknown cultural resource. Therefore, impacts to archeological resources will be less than significant with mitigation incorporated.

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

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

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

The agreement between the City and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the Project Site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and

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

This agreement shall not modify any condition of approval or mitigation measure.

In the event that archaeological resources are discovered at the Project Site, the handling of the discovered resources will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project Site mitigation measure **MM CR-2** shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate.

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

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

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of

the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC), and the Luiseño tribe(s) involved with the project.

5c. **Less than significant with mitigation incorporated.** There are no known formal or informal cemeteries within the Project Site. In the unlikely event that human remains are discovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and CA Public Resources Code Section 5097.98 and implement mitigation measure **MM CR 2**. Therefore, impacts with regard to disturbing any human remains, including those interred outside of formal cemeteries will be less than significant through compliance with the California Health & Safety Code and the CA Public Resources Code and implementation of mitigation measure **MM CR 2**.

MM CR 2: In the event that human remains (or remains that may be human) are discovered at the Project Site during grading or earthmoving, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The City shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

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

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

5.6 ENERGY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☒	☐
c) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

References: WEBB 2018b

Explanation of Checklist Answers

6a-b. **Less than significant impact.** The proposed Project entails the construction of approximately 450-foot long bridge and approximately 260 linear feet of road improvements. As an infrastructure project, the majority of impact will be short-term with infrequent, routine maintenance occurring post-construction. The Project's short-term construction would last approximately 12 months. Project construction would require the use of construction equipment for excavation, grading, bridge construction, paving, as well as construction workers and vendors traveling to and from the Project Site (Webb 2018b). 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 Incorporated	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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

References: AE, CNS, Leighton, Perris GP EIR

Explanation of Checklist Answers

7a(i). **Less than significant impact.** There are no mapped Alquist-Priolo Zones within the City. (Perris GP, p. SE-3.) The *Geotechnical Exploration Report, Proposed Ethanac Bridge Over San Jacinto River* (Geotechnical Report) prepared by Leighton and Associates (included as Appendix D) was prepared in support of the design of the proposed Bridge and contains recommendations for the design and construction of the Bridge. The Geotechnical Report concludes that although seismic activity is known to exist throughout Southern California, no known faults cross or trend into or near the Project Site. The nearest fault to the Project Site is the Elsinore, Glen Ivy Fault, which is approximately 7.5 miles (12.17) away. (Leighton, p. 6.) Since there are no known faults in proximity to the Project Site and the Bridge will be

designed to meet Caltrans Seismic Design Criteria, impacts with regard to directly or indirectly causing adverse effects involving a rupture of a known earthquake fault will be less than significant.

7a(ii). **Less than significant 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 GP EIR, p. VI-10.) As discussed in *Threshold 5.7a(i)*, the proposed Bridge will be designed according to the current California Building Codes, which require structures to be designed to meet to meet Caltrans Seismic Design Criteria. Therefore, impacts with regard to directly or indirectly causing adverse effects involving a ground-shaking will be less than significant.

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 GP, p. SE-9.) The Geotechnical Report concluded that due to the relatively shallow bedrock and anticipated foundation embedded into compacted fill or metamorphic rock, liquefaction is not a design issue or constraint to the proposed Bridge. (Leighton, pp. 1, 9.) Therefore, impacts with regard to directly or indirectly causing adverse effects involving a liquefaction will be less than significant.

7a(iv). **No impact.** The proposed Project is located an area that is relatively flat and it is not located near any areas that possess potential landslide characteristics as identified in the Geotechnical Report. The potential for rock fall due to erosion or seismic ground shaking is very low or non-existent for the Bridge. (Leighton, pp. 1, 9.) Therefore, no impacts related to directly or indirectly causing adverse effects involving landslides are anticipated because the Study Area does not have the characteristics necessary to generate an appreciable landslide risk.

7b. **Less than significant impact.** Since, the on-site soil (silt and sand or fine sandy loan per USDA) is inherently subject to erosion (Leighton, pp. 8-9), Project design will adhere to site drainage, slope planting and other measures in accordance with Caltrans requirements to provide adequate protection against short and long-term erosion. Therefore, through adherence to Caltrans requirements impacts to the loss soil erosion or the loss of topsoil would be than less than significant.

7c. **Less than significant impact.** As discussed in *Thresholds 5.7a(i) through 5.7a(iv)*, landslide, lateral spreading, subsidence, liquefaction, or collapse are not considered to be a significant design concern for this Project. Further, adherence to the measures identified in the California Building Code, applicable standards of the City's Grading Ordinance and the recommendations in the Geotechnical Investigation will reduce impacts resulting from unstable soil conditions to less than significant.

7d. **Less than significant impact.** Based on the results of the Geotechnical Report. Alluvial wash deposits were present in all of the exploratory borings. The thickness of the encountered alluvium ranged from approximately 2 feet to 18 feet. The Geotechnical Report

recommends: (i) that all alluvial soils beneath new embankments be over-excavated prior to placing new fill and (ii) the alluvial soils are not suitable for reuse as compacted fill. The Geotechnical Report further recommends that import soil within the upper 2.5 feet of the roadway finished grade have a low expansion potential (EI<51), a minimum R-value of 40, and be non-corrosive. The embankments should be backfilled and the sloped benched in accordance with the requirements in *Caltrans Standard Specifications* Sections 19-3.02C, 19.6, and 19.7. (Leighton, pp. 10, 15.) Therefore, through compliance with the recommendations in the Geotechnical Report and the appropriate sections of the *Caltrans Standard Specifications*, impacts with regards to creating a substantial direct or indirect risk to life or property, involving expansive soils, will be less than significant

7e. **No impact.** The proposed Project does not entail the use of septic systems; there will be no impacts in this regard.

7f. **Less than significant with mitigation incorporated.** The proposed Project Site is located in an area underlain by the Southern California Batholith, a massive geological intrusion of granite rock which is part of the Peninsular Range formed in the late Cretaceous and uplifted in the early Tertiary. (AE, p. 6.) The Project Site is within Paleontological Sensitivity Area 5 (Low to High Sensitivity) and contains young Quaternary alluvium overlying older Pleistocene fan deposits. Once excavation reaches five feet below the modern ground level, the potential for impacts to fossil resources changes from low to high. (Perris GP, pp. 26-27.) Since ground disturbance will extend beyond five feet below current grade, mitigation measure **MM GEO 1,** which requires paleontological monitoring will be implemented. Therefore, impacts to the significance of an archeological resource will be less than significant with mitigation incorporated.

> **MM GEO 1**:Prior to the commencement of any ground disturbance to a depth five feet or below the existing ground level, the City shall retain a trained paleontological monitor who will be present during all Project-related subsurface excavation that is equal to or exceeds five (5) feet in depth.
>
> Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The paleontological monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontological monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontological monitor shall have the power to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens.
>
> Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils by the Project paleontologist. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

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

5.8. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

References: WEBB 2018b

Explanation of Checklist Answers

8a. **Less than significant impact.** As stated in the *Air Quality/Greenhouse Gas Analysis for the Ethanac Bridge Project* (AQ/GHG Memorandum), the Project will generate short-term impacts which would occur during Project construction. Long-term impacts of usage of Ethanac Road and the Bridge have previously been studied as part of the City's General Plan EIR adopted in 2005. State CEQA Guidelines Section 15007(c) states that CEQA documents that meet requirements in effect when the document is sent out for public review do not need to be revised to include new requirements taking effect. (State CEQA Guidelines, § 15007(c).) Therefore, since there are no changes in usage of Ethanac Road and Bridge from what is otherwise previously contemplated in the City's General Plan EIR, GHG analysis only needed to be evaluated for short-term impacts related to construction.

Short-term construction impacts were evaluated (WEBB 2018b, p. 2.) using CalEEMod to estimate GHG emissions from construction and presents the output results for carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and carbon dioxide equivalents (CO_2E). CO_2E is the sum of CO_2 emissions estimated, plus the sum of CH_4 and N_2O emissions estimated, multiplied by their respective global warming potential (GWP)**.** The GWP concept compares the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of individual GHGs is determined through a comparison with the GWP of CO_2. CO_2 has a GWP of one; CH_4 has a GWP of 28, meaning that on a molecule-by- molecule basis, CH_4 has 28 times the global warming potential of CO_2.

The GHG emissions sources and results of the Project's analysis are described below, which summarizes the results provided in the AQ/GHG Memorandum.

CalEEMod calculates GHG emissions from fuel usage by construction equipment and construction-related activities, like construction worker trips, for the Project. The CalEEMod estimate does not analyze emissions from construction-related electricity or natural gas. Construction-related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify. The CalEEMod output results for construction-related GHG emissions provide for CO_2, CH_4, N_2O, and CO_2E. The GHG emissions are then compared to applicable thresholds provided by the SCAQMD and used by the City of Perris.

Several agencies, at various levels, have proposed draft GHG significance thresholds for use in CEQA documents. Beginning in 2008, SCAQMD convened a working group to develop GHG CEQA significance thresholds for development projects. In December 2008, the SCAQMD adopted a threshold of 10,000 metric tonnes per year of carbon dioxide equivalents ($MTCO_2E$/yr) for stationary source projects where SCAQMD is the lead agency. The most recent draft proposal was in September 2010 and included screening significance thresholds for residential, commercial, and mixed-use projects at 3,500, 1,400, and 3,000 $MTCO_2E$/yr, respectively. Alternatively, a lead agency has the option to use 3,000 $MTCO_2E$/yr as a threshold for all non-industrial projects. Although both options are recommended by the SCAQMD, a lead agency is advised to use only one option and to use it consistently. The SCAQMD significance thresholds also evaluate construction emissions by amortizing them over an expected project life of 30 years. If emissions are above the screening level threshold, additional analysis may be required. Although the Project does not fit within the development categories in the SCAQMD thresholds, the analysis herein uses the threshold of 3,000 $MTCO_2E$/yr. The GHG emissions from construction of the Project are shown in **Table 5.8-A – Project Construction Equipment GHG Emissions.** (WEBB 2018b, pp. 5–6.)

Table 5.8 - A – Project Construction Equipment GHG Emissions

Year	Metric Tons per year (MT/yr)			
	Total CO_2	Total CH_4	Total N_2O	Total CO_2E
2019	327.19	0.07	0.00	328.87
2020	172.37	0.03	0.00	173.22
Total	**499.56**	**0.10**	**0.00**	**502.09**
			Amortized[1]	**16.74**

Note: [1]Construction emissions were amortized over a 30-year period, as recommended by SCAQMD.

Results indicate that an estimated 502.09 $MTCO_2E$ will occur from Project construction equipment over the course of the estimated approximately 12-month construction period. As stated above, the SCAQMD recommends amortizing construction emissions over a 30-year period, to ensure that GHG reduction measures address construction GHG emissions. The total GHG emissions from Project construction were amortized and equal approximately 17 $MTCO_2E$ per year, which is well below the SCAQMD recommended screening level of 3,000 $MTCO_2E$/yr. Due to the lack of adopted emissions thresholds, the estimated amount of emissions from Project construction the proposed Project will not generate GHG emissions that exceed the screening threshold. (WEBB 2018b, pp. 5–6.) Therefore, implementation of the proposed Project will result in less than significant impacts.

8b. **Less than significant impact.** As noted in *Threshold 5.8a*, above, the proposed Project's GHG emissions will not exceed the SCAQMD screening threshold, it will not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment nor would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG. As such, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and the impact is considered less than significant.

5.9. HAZARDS/HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

References: ALUC-MARB, ALUC-PV, Perris GP, Perris GP EIR, DTSC, Perris School

Explanation of Checklist Answers

9a. **Less than significant impact.** Construction of the Project will involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials will be transported to the Project Site by equipment service trucks. In addition, workers will commute to the Project Site via private vehicles and will operate construction vehicles and equipment within the Project Site. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials, as described in Code of Federal Regulations Title 49 and implemented by California Code of Regulations Title 13. Materials that are hazardous to humans and animals will be present during Project construction, including diesel fuel, gasoline, equipment fuels, concrete, lubricant oils, adhesives, and chemical toilets. The

potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials during Project construction. However, a variety of federal, state, and local laws govern the transport, generation, treatment, and disposal of hazardous materials and wastes; for instance, appropriate documentation for all hazardous waste that is transported in connection with this Project's activities will be provided as required for compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislation set forth in California Health and Safety Code Chapter 6.95. Further, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment and disposed of according to the rules and regulations of federal and state agencies.

In addition, the presence of such hazardous materials will cease upon construction completion, and will not be necessary during operation except in the infrequent maintenance or emergency repair-related activities. Compliance with all applicable laws and regulations will reduce the potential impacts associated with the routine transport, use, or disposal of hazardous materials. Therefore, the implementation of the Project will result in a less than significant impact with regard to the routine storage and transportation of hazardous waste.

9b. **Less than significant impact.** See response to *Threshold 5.9a*, above, all hazardous materials used and stored within the Project Site will be required to comply with all applicable regulations, and there are no circumstances within the Project Site or inherent to the Project that would cause a release of hazardous materials into the environment (accidental or otherwise). Therefore, the implementation of the Project will result in a less than significant impact.

9c. **No impact.** The Project Site is within the boundary of the Perris Elementary School District and the Perris Union High School District (Perris School). The Project Site is not within one-quarter-mile of a current or planned school site. The closest existing school is Railway Elementary School, located approximately one mile north of the Project Site. The closest planned schools are approximately 0.28 miles west of the Project Site within the Riverwoods Specific Plan, and 1.3 miles west of the Project Site, within the Green Valley Specific Plan. (Perris GP Land Use Element, pp. 57-58.) Because there are no existing or proposed schools within one-quarter-mile of the proposed Project Site, there will be no impacts.

9d. **Less than significant impact.** The Project Site and Study Area are not listed in the hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC). Therefore, there will be no impacts.

9e. **Less than significant impact.** Perris Valley Airport, which for State Airport Permit purposes is a privately-owned public use airport, is located approximately 1.8 miles north of the Project Site. As discussed in Section 2.1 Project Setting and shown on **Figure 5** – **Perris Valley Airport Compatibility and Accident Potential Zone**, the Project Site is located Compatibility Zone E "Other Airport Environs" of the Perris Airport Land Use Compatibility Plan (ALUCP)**.** The only prohibited uses in Zone E are those that present hazards to flight. The proposed Bridge and road improvements are not uses that present flight hazards.

The March Air Reserve Base/Inland Port Airport (MARB/IPA), is a joint military/civilian use air transport facility, located approximately 8.2 miles northeast of the Project Site. The Project Site is located outside of the MARB/IPA ALUCP. (ALUC-MARB; Map MA-1.)

The Project does not entail a use intended for human occupancy. Any exposure of people working, or driving on the Bridge (once construction is complete) would be temporary, or for a short period of time. Therefore, impacts with regard to a safety hazard or excessive noise associated with a public or privately-owned public use airport will be less than significant.

9f. **Less than significant impact.** The proposed Project will construct a bridge over the San Jacinto River to provide access to the east and west side of Ethanac Road. The construction of the Bridge will not impair the implementation of or physically interfere with an emergency plan. In fact, the Ethanac Road Bridge connection will actually improve the City's evacuation plan, by allowing access to two sides of the City that are currently divided by the San Jacinto River. Therefore, impacts with regard to interfering with an emergency plan will be less than significant.

9g. **Less than significant impact.** The Project Site is located within a Perris GP identified Wildfire Hazard Area, and considered a "Community at Risk" with the highest level of risk of wildfire. However, construction and operation of the Bridge and road improvements will not substantially increase the risk of fire, fire-related loss, injury or death beyond what is already present in the conditions of the area. The construction of the Bridge and road improvements will implement the City's Circulation Element and improve the City's ability to respond to fires by connecting two sides of the City to each other. The Project will comply with all the policies with the City of Perris GP, including those meant to reduce fire-related hazards. (Perris GP Safety Element, p. 30-32.) Additionally, once constructed, the Bridge would not easily catch fire as it does not constitute a source of fuel. For these reasons, impacts with regard to the exposure of people or structures to wildland fires will be less than significant.

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

References: CNS, Perris GP, Perris GP EIR, Project Description, WEBB 2018a

Explanation of Checklist Answers

10a. **Less than significant impact.** The Project includes the construction of a Bridge over the San Jacinto River at Ethanac Road. The Project will include construction of six piers needed to support the Bridge in addition to limited grading needed for road improvements and construction of the Bridge itself. The Project also includes water quality basins to treat runoff form the Bridge and roads prior to discharge into the River.

Project construction may result in the discharge of sediment and other construction byproducts. As a co-permittee for the Riverside County National Pollutant Discharge Elimination System (NPDES) permit issued by the State Water Resources Control Board via the RWQCB, the City is bound to comply with all aspects of the permit requirements, including implementation of an erosion control plan during construction activities with applicable Best Management Practices (BMPs) being implemented to minimize the loss of

soils and prevent substantial erosion. The erosion control plan will ensure potential impacts are not significant. Moreover, the Project is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in order to comply with the California General Permit for Stormwater Discharges Associated with Construction Activity. The focus of a construction SWPPP is to manage soil disturbance, non-stormwater discharges, construction materials, and construction wastes during the construction phase of the Project to prevent discharge of polluted runoff from the construction site. Therefore, compliance with the NPDES permits and preparation and implementation of a SWPPP, will ensure less than significant impacts to water quality.

10b. **No impact.** The proposed Project will not require water except during construction for dust suppression, and as such will not substantially deplete groundwater supplies. There will be no impacts.

10c(i). **Less than significant impact.** The Bridge will include construction of six piers needed for support in addition to limited grading impacts needed for the construction of the Ethanac Road improvements and construction of the Bridge itself adding impervious surfaces. The proposed Bridge will not increase the scour potential of the San Jacinto River in vicinity of the Bridge. Even though the San Jacinto River has a very large watershed, the very unique hydraulics of that watershed result in very infrequent river flows. The 100-year flow velocities upstream of Ethanac Road Bridge are in the two feet per second range, which is well into the "non-erosive" range based on the known soil type in the area. As runoff enters into Railroad Canyon, the 100-Year flow velocities increase to around six feet per second. This velocity is at the upper end of the "non-erosive" velocity range. The construction of Bridge will not significantly change the San Jacinto River flow velocities. The placement and size of the piers have been designed so as not to create erosion, siltation or modifications to the hydrology and hydraulics of the San Jacinto River in a way that would cause significant impacts related to hydrology. This includes incorporation of scour countermeasures, including rip rap, to protect the abutment footings from scour. (CNS, p. 4.) Further, through compliance of the NPDES permits which requires new development to design the site to minimize imperviousness and ensure that runoff does not create a hydrological condition of concern, siltation or modifications to the hydrology and hydraulics of the San Jacinto River would cause a less than significant impact. For these reasons, impacts will be less than significant.

10c(ii). **Less than significant impact.** The proposed Bridge abutments and pier columns will encroach the 100-year floodplain/floodway, and as such FEMA and the City requires that the proposed Bridge would cause no more than a 1.0 foot rise in the water surface profile over the natural (i.e., no bridge) condition. (WEBB 2018a, p. 3.) The *Preliminary Hydrology Study Report for Ethanac Road Bridge for the San Jacinto River*, April 4, 2018, prepared by Albert A. Webb Associates, concluded the maximum rise in water surface profile after the Bridge is constructed is within 0.2 feet. (WEBB 2018a, p. 6.) Additionally, as shown on **Figure 4 – FEMA 100-year Floodway and Floodplain**, the Post Bridge 100-year floodplain is the same as the 100-year floodplain without the Project. For these reasons, impacts with regard to increased flooding resulting from alteration of existing drainage patterns will be less than significant.

10c(iii) **Less than significant impact.** The proposed Bridge and Road improvements will not generate substantial amounts of runoff that would impact existing stormwater systems. Run off from the Bridge will be treated in water quality basins prior to discharge into the River. The Project is not expected to generate substantial sources of pollutant runoff. Impacts are expected to be less than significant.

10c(iv). **Less than significant impact.** As discussed in Section 2.1 Project Location and Setting and shown on **Figure 4**, the proposed Bridge abutments and piers, along with a portion of the proposed Ethanac Road improvements will be constructed within a FEMA-mapped 100-year floodplain. The Bridge will be within the 100-year floodway. As shown on **Figure 4**, the Post Bridge 100-year floodplain is the same as the 100-year floodplain without the Project. The Bridge is being designed not to impede or redirect flood flows after completion of the Bridge and for the ultimate proposed San Jacinto River configurations and flow rates.[9] As shown **on Figure 3.1 – Bridge Section Vie**w, the piers are below the ultimate channel after completion of the San Jacinto River Project Stage 3 improvements. For the ultimate proposed condition, the Bridge low chord is approximately 3.5 feet above the 100-year floodplain elevation. The Bridge deck will be designed to be approximately 7 feet above the low chord point. For these reasons, impacts with regard to impeding or redirecting flood flows will be less than significant.

10d. **Less than significant impact.** The Project Site is located approximately 30 miles from the coast, with mountain ranges in between and, therefore, would not be impacted by a tsunami. Mudflow generally consists of soft, wet earthen debris made fluid by rain or snow that build up great speed. The topography of the Project Site and vicinity is relatively flat and mudflow is not likely. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. Although the Project Site is located approximately 8 miles west of the Perris Reservoir, flooding of the Project Site is considered likely in the event of a seiche breaching the Perris Reservoir Dam. (Leighton, p. 9.)

The Project Site is within the Perris Reservoir Dam Inundation Area. (Perris GP EIR, Exhibit 4.5-12.) Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources. The California Department of Water Resources (DWR) identified potential seismic safety risks in a section of the foundation of the Perris Dam. In April 2018, DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. (DWR 2018.) For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

10e. **Less than significant impact.** As discussed in *Threshold 5.10a*, above, the City will obtain a NPDES permit issued from the RWQCB. This permit requires a Water Quality Management

[9] Ultimate proposed conditions for the San Jacinto River, refer to the conditions after completion of both phases of the San Jacinto River Stage 3 project.

Plan (WQMP) for certain new developments projects to minimize pollutant loads to the municipal storm drain. Therefore, compliance with the NPDES permit and the WQMP, impacts with regard to conflicting or obstructing a water control plan or a groundwater management plan are less than significant impacts.

5.11. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

References:Perris GP

Explanation of Checklist Answers

11a. **No impact.** The proposed Project will not divide an established community; rather, the construction of the Bridge over the San Jacinto River will connect Monument Ranch and Monument Park residential communities, east of the river, to future planned residential communities, west of the River. Further, the Bridge is consistent with the Perris GP Circulation Element. Therefore, implementation of the proposed Project will not divide an established community.

11b. **Less than significant impact.** The proposed Bridge and Ethanac Road improvements are collectively a public works project and as such does not involve any land use approval. The proposed Project will implement the City's Circulation Element by constructing a bridge over the San Jacinto River to improve circulation by providing access to the east and west side of Ethanac Road. A General Plan consistency analysis is provided below.

Table 5.11-A – Consistency with City of Perris General Plan Goals and Policies considers how the Project is consistent with the City of Perris General Plan land use policies applicable to new development. Therefore, implementation of the proposed Project will not conflict with any applicable land use policy, and impacts will be less than significant.

Table 5.11-A –Consistency with City of Perris General Plan Goals and Policies

City of Perris General Plan Goal / Policy	Consistency Analysis
Circulation Element	
Policy I.A Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network.	**Consistent:** The Project would be constructed according to the standards of the City of Perris and consistent with the GP Circulation Element to connect current and future communities east and west of the San Jacinto River.

City of Perris General Plan Goal / Policy	Consistency Analysis
Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.	**Consistent:** The Project would be constructed according to the standards of the City of Perris and would include two 14-foot wide interior travel lanes, two 12-foot wide outside travel lanes, a 4-foot wide shoulder with a 10-foot wide multi-purpose trail on the westbound side, a 5-foot wide Class II bike lane on the eastbound side, and a 4-foot wide painted median. Roadways and pedestrian facilities support transportation options for major employment and activity centers by allowing access to the two sides of the City currently divided by the San Jacinto River. Therefore, compliance with these policies will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation**.**
Policy II.B Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent:** In addition to four travel lanes (two eastbound, and two westbound), the Project would construct a 4-foot wide shoulder with a 10-foot wide multi-purpose trail on the westbound side, and a 5-foot wide Class II bike lane on the eastbound side. Therefore, the Project is in compliance with these policies and enhance the existing transportation network.
Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities	**Consistent:** The implementation of the Project will connect current and future communities east and west of the San Jacinto River.
Policy V.A Provide for safe movement of goods along the street and highway system.	**Consistent:** Project implementation would connect two sides of the City that are currently divided by the San Jacinto River.
Policy VII.A Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.	**Consistent:** The Project will be constructed in a manner consistent with federal, State, and local environmental quality standards and regulations by incorporating MSHCP requirements, implement flood control measures with identified flood areas, and implement NPDES BMPs to control runoff contamination.
Conservation Element	
Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	**Consistent:** As outlined in Section 5.4 – Biological Resources, the Project will comply with the relevant state and federal regulations pertaining to biological resources through compliance with the MSHCP.

City of Perris General Plan Goal / Policy	Consistency Analysis
Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent:** Consistency and compliance with the MSHCP is discussed in detail in the Biological Resources section (Section 5.4) of this IS. The Project Site is not located in a Criteria Cell and is consistent with the other policies set forth by the MSHCP as outlined in Section 5.4
Policy IV.A Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	**Consistent:** In compliance with this policy, a Phase I Cultural Resources Study was prepared for the proposed Project to address potential impacts to historic, archaeological, and paleontological resources. As stated in Section 5.5 – Cultural Resources and in Section 5.7 – Geology and Soils, no historical, archeological, or paleontological sites are located within the boundaries of the Project Site. Mitigation measures are recommended in this IS to address unknown historical, archaeological, and paleontological resources that might be encountered during Project development. The City of Perris' adherence to the mitigation measures and to mandatory regulatory requirements will ensure the proposed Project remains consistent with this policy.
Policy VIII.B Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	**Consistent:** The Project would also comply with AB 939 and its amendment from AB 341, which requires local governments to divert and reduce waste entering landfills. Landfill is further reduced through construction waste re-planning, source separation, mixed recycling, and the reuse or donation of used or excess construction materials.
Noise Element	
Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing noise-sensitive receptors.	**Consistent:** The proposed Project does not entail roadway widening. The proposed Project is the construction of the Ethanac Road Bridge across the Santa Ana River. As discussed in Section 5.13 – Noise, there are sensitive receptors 90 meters (approximately 295 feet) northeast from the Project Site in addition to existing residences north and south of Ethanac Road between Goetz Road and the termination of the paved portion of Ethanac Road in proximity to the east bank of the San Jacinto River. Appropriate measures will be taken to minimize noise impacts as discussed in the Noise section; thus, the Project is consistent with Policy II.A.

City of Perris General Plan Goal / Policy	Consistency Analysis
Safety Element	
Policy II.A The City shall require roadway improvements to expedite quick and safe travel by emergency responders	**Consistent:** As identified in Section 5.15 – Public Services, and Section 5.17 – Transportation/Traffic, of this IS, development of the Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. In fact, once completed, the Project would allow access to two sides of the City that are currently divided by the San Jacinto River. This would reduce the time it takes emergency responders to access communities on either side of the San Jacinto River. The proposed Project would be constructed in accordance with City standards.
Policy I.B The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated	**Consistent:** According to the Federal Emergency Management Agency (FEMA), the proposed Project Site is located within the 100-year floodplain and 100-year floodway of the San Jacinto River. The proposed Project Site is located just inside of the Dam Inundation Area for the Perris Reservoir. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources. The City's General Plan outlines several policies to ensure that residents and workers in the inundation zones could be evacuated in the unlikely event of a dam breach. Further, the Project does not include any proposed housing.
Policy I.E All development will be required to include adequate protection from damage due to seismic incidents	**Consistent:** The proposed Project will be designed according to the current Caltrans Seismic Design Criteria., which require structures to be designed to meet or exceed the seismic safety standards set forth therein.

5.12. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

References: Perris GP EIR

Explanation of Checklist Answers

12a. **No impact.** The proposed Project Site is located within Mineral Resource Zone Three (MRZ-3) and Mineral Resource Zone Four (MZR-4), which are not defined as significant mineral resource areas, and thus any minerals present in the area are not considered valuable to the region and residents of the state. Additionally, no sites within the City have been designated as locally-important mineral resource recovery sites. (City of Perris GP EIR, p. VI-28.) Therefore, implementation of the proposed Project will not impact any known mineral resources of value to the state or region.

12b. **No impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan. (Perris GP EIR, 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 Incorporated	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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip 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?	☐	☐	☒	☐

References: Municipal Code, ALUC-PV, ALUC-MARB

Explanation of Checklist Answers

13a. **Less than significant impact.** The City has determined that excessive noise levels are detrimental to the health and safety of individuals. In order to control unnecessary, excessive, and/or annoying noise or vibration, Chapter 7.34 – Noise Control of the Perris Municipal Code provides general noise regulations. The proposed Project consists of construction of a bridge and a small amount of roadway. The Project will generate noise during construction from the use of construction equipment, which may include pile driving. Once the extension of Ethanac Road west of the San Jacinto River is completed, new vehicular-sourced noise from traffic using the Bridge and new section of Ethanac Road will be introduced into the area.

With regard to construction noise, typical construction equipment noise associated with bridge and roadway construction may range from 75-89 dBA at 50 feet for short periods of time, depending upon the types of equipment in operation and phase of construction. Construction of the bridge piers may entail the use if an impact pile driver, which has a maximum noise level (L_{max}) of 95 dBA at 50 feet. Assuming no intervening topography or barriers between the construction site and the nearest sensitive receptor, which is 290 feet northeast of the Project Site, the L_{max} from the pile driver would be 79.7 dBA at that receptor.

Section 7.34.060 of the Perris Municipal Code limits the hours of construction to 7:00 a.m. to 7:00 p.m. on Monday through Saturday. Construction is not permitted on any legal holiday except for Columbus Day and Washington's Birthday. This section of the City's Municipal Code also states that construction noise shall not exceed 80 dBA in any residential zone. (PMC, 7.34.060.) Since noise from pile driving is less than 80 dBA at the nearest residence and construction will be limited to the hours set forth in the Municipal Code, impacts with regard to exceeding construction noise standards will be less than significant.

With regard to vehicular-sourced noise, once the Bridge and the portion of Ethanac Road west of the San Jacinto River is constructed, additional traffic noise will be introduced into the Project Area. According to the Perris GP EIR, long term (i.e., at General Plan buildout) roadway noise levels along Ethanac Avenue between Interstate 215 and State Route 74 will be between 73.1 and 73.3 dBA community noise equivalent level (CNEL) at 50 feet.[10] (Perris GP DEIR, pp. IV-147, IV-161.) None of the existing residences between Goetz Road and the Project Site front Ethanac Road and there is landscaping and a block wall between the travel lanes and the residential lots. Additionally, the distance between the travel lanes and the residential units is approximately 75-80 feet. Assuming a 5 dBA reduction for the block wall, at General Plan buildout, traffic noise at 75-feet will be approximately 66.3 dBA. Although this noise level is above the City's 65 dBA CNEL exterior noise standard for new residential uses, the Perris GP DEIR concluded that with implementation of Perris GP Goals, Policies, and Implementation Measures contained in the Noise Element, potential impacts with regard to exceeding noise standards would be less than significant.

13b. **Less than significant impact**. Groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operating heavy earth-moving equipment. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore, usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older masonry structures); people (especially residents, the elderly, and the sick) and vibration sensitive equipment. **Tables 5.13-A and 5.13-B** present the vibration threshold criteria for human responses and structural damage, respectively.

[10] The difference in the noise levels is a function of soft-site vs. hard site modeling. These modeling results do not account for the presence of barriers. The actual noise levels will be a function of terrain at the time of build out and will likely be somewhere between the soft-site and hard-site noise levels. (Perris GP EIR, p. IV-144.)

Table 5.13-A – Potential Vibration Damage Threshold Criteria for Human Response

Human Response	Maximum PPV[a] (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible/Threshold of Perception	0.035	0.006-0.19
Distinctly Perceptible/ Readily Perceptible	0.24	0.08
Strongly Perceptible/Begins to Annoy	0.90	0.10
Severe/Unpleasant	2.00	0.4-0.6

Notes:

[a] Peak Particle Velocity

Source: Adapted from *California Department of Transportation: Transportation and Construction Induced Vibration Guidance Manual* –Table 5: Human Response to Continuous Vibration from Traffic & Table 6: Human Response to Transient Vibration

Table 5.13-B – Potential Vibration Damage Threshold Criteria for Structures

Structure and Condition	Maximum PPV[a] (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Notes:

[a] Peak Particle Velocity

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Adapted from *California Department of Transportation: Transportation and Construction Induced Vibration Guidance Manual* - Table 19: Guideline Vibration Damage Potential Threshold Criteria

Equipment anticipated to be used during Project construction will result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibrations from construction activities do not often reach the levels that can damage structures, but they can achieve the audible and feelable/perceptible ranges in buildings very close to the site.

Construction of the piers may require the use of a pile driver. At a distance of 25 feet, the typical and upper range peak particle velocity (PPV) for a pile driver is 0.17 and 0.734, respectively. (FTA, p. 184.) The typical vibration expected at the nearest sensitive receptor will be 0.14 PPV. This vibration level is between the rarely perceptible and distinctly perceptible/readily perceptible range and lower than the threshold for vibration damage for residential structures from transient sources. For these reasons, exposure of persons to excessive groundborne vibration or groundborne noise levels will be less than significant.

With regard to Project operation, groundborne vibration and noise are not typically associated with roadways unless they are utilized as heavy truck routes. According to Circulation Element Exhibit CE-9, Ethanac Road was approved as a truck route by the City Council on August 26, 2008. The noise element of the Perris GP includes mitigation measures to reduce the impact of ground-borne noise and vibration on future development. None of these measures are applicable to roadway projects. The Perris GP EIR concluded that implementation of the measures in the Noise Element will reduce the impact of groundborne vibration and noise levels on future development to a less than significant level. Because the Project is consistent with the General Plan in that it is constructing a Bridge and roadway improvements consistent with the Circulation Element, impacts will be no greater than what was disclosed in the Perris GP EIR and will be less than significant.

13c. **No impact.** The Project Site is located outside of the 55 dB CNEL contour of both the Perris Valley Airport and the MARB/IPA and as such will not expose people residing or working in the Project area to excessive noise levels from airport operations. (ALUC-PV, Map PV-3; ALUC-MARB, Map MA-1.) The Project Site is not within the vicinity of a private airstrip. There will be no impact in this regard.

5.14. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: Perris GP, Project Description

Explanation of Checklist Answers

14a. **Less than significant Impact.** The proposed Project entails construction of the Bridge and improvements to Ethanac Road, which are facilities identified in the City's Circulation Element. The Project would provide temporary jobs during construction, which is expected to be provided by the City's existing population; therefore, the Project will not directly induce unplanned growth. The City has already approved several residential projects on the either side of the River; thus, the Project will not indirectly induce unplanned growth. For these reasons, impacts are considered to be less than significant.

14b. **No impact.** The Project Site and Study Area are vacant, and there are no houses within the Study Area. Since Project implementation does not necessitate the construction of replacement housing elsewhere and construction will utilize staging areas alongside the existing shoulder or lanes of Ethanac Road, the Project will not displace people. There will be no impacts.

5.15. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

References: Perris GP EIR, Project Description

Explanation of Checklist Answers

15a. **No Impact.** As discussed in *Threshold 5.14a*, the Project will not induce population growth. Currently there is no bridge crossing the San Jacinto River connecting the two sides of Ethanac Road. The City has approved numerous residential projects on both the east and west sides of the San Jacinto River along Ethanac Road which require access along Ethanac Road. The proposed Project will allow access to the east and west side of the San Jacinto River. Further, the implementation of the Project will allow public safety service providers improved access to existing and new communities. No impact will occur.

15b. **No Impact.** See *Threshold 5.15a*, above. The Project will not increase the demand for police protection services in the City. No impact will occur.

15c. **No Impact.** The Project is within the Perris Elementary School District and the Perris Union High School District. However, as discussed in *Threshold 5.14a*, the Project will not induce population growth or create in a new source of school-age children as it is an infrastructure project. No impact will occur.

15d. **No Impact.** As discussed in *Threshold 5.14a*, the Project will not induce population growth as it is an infrastructure project. Thus, the Project will not increase the demand for new park facilities or increase demand for park services. No impact will occur.

15e. **No Impact.** As discussed in *Threshold 5.14a*, the Project will not induce population growth. Thus, the Project will not increase the demand on other public services or facilities. No impacts will occur.

5.16. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

References: Project Descriptions, Perris GP

Explanation of Checklist Answers

16a. **No impact.** The Project proposes to construct a bridge across the San Jacinto River at Ethanac Road to connect the two parts of Ethanac Road separated by the River, per the City's Circulation Element. Further, as noted in *Threshold 5.14a*, the Project will not induce population. Therefore, implementation of the Project will not generate new park users or increase the use of existing neighborhood and regional parks or other recreation facilities. No impact will occur.

16b. **No impact.** As noted in Section 2.2 Project Description the proposed Project does not include construction of recreational facilities or require the construction or expansion of recreational facilities. No impact will occur.

5.17. TRANSPORTATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

References: CMP, Perris GP EIR, Project Description,

Explanation of Checklist Answers

17a. **Less than significant impact.** The proposed Project entails the construction of the Bridge and road improvements as designated in the Perris GP Circulation Element. The Perris GP EIR evaluated traffic impacts for development of Ethanac Road and concluded that Ethanac Road, from State Route 74 (SR-74) to Interstate 215 (I-215), would obtain a level of service (LOS) A for the year 2030. (Perris GP EIR, p. IV-211.) As noted in the Project Description, and as part of GP Circulation Element, the Bridge would also include a multipurpose trail and a Class II bike trail. The Bridge will be constructed in a manner consistent with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities and so, the Bridge will not decrease the performance or safety of such facilities. Therefore, since the Bridge would be constructed as designated per the Perris GP Circulation Element and the Perris GP EIR did not identify any traffic impacts, and since the Project includes pedestrian accessibility, impacts will be less than significant.

17b. **Less than significant impact.** Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT).

State CEQA Guidelines Section 15007(c) states that CEQA documents that meet requirements in effect when the document is sent out for public review do not need to be revised to include new requirements taking effect. (State CEQA Guidelines, § 15007(c).) Agencies that have published CEQA documents for public review prior to July 1, 2020, using an LOS metric do not need to revise these documents to include VMT analysis.

The Perris GP EIR was adopted in 2005 and previously evaluated transportation impacts for development of Ethanac Road from State Route 74 (SR-74) to Interstate 215 (I-215) which includes the section of Road and Bridge proposed to be constructed as part of the Project. Since the section of Ethanac Road and the Bridge would be constructed as designated per the Perris GP Circulation Element and the Perris GP EIR, which was adopted prior to July 1, 2020, and there are no changes from what is otherwise previously contemplated additional VMT analysis is not required. Therefore, impacts with regard to being in conflict or inconsistent with CEQA Guidelines section 15064.3, subdivision (b), would be less than significant.

17c. **Less than significant impact.** The proposed Project will be designed to the specification of the Revised Bridge Type Selection Report, which will be approved by the City's Engineer and Riverside County Flood Control District and Conservation District. The design does not include any sharp curves or dangerous intersections. The Project does not include any land use approvals, thus it will not introduce an incompatible use in the area. For these reasons, impacts with regard to introducing hazards as a result of a geometric design feature or incompatible use will be less than significant.

17d. **No impact.** As noted in the Project Description, currently there is no Bridge over the San Jacinto River and so there is no access to the east or west side of Ethanac Road. The construction of the Ethanac Road Bridge will connect the Ethanac Road and will allow access. Therefore, implementation of the proposed Project will not result in inadequate emergency access, and no impacts are expected.

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

References: Applied Earthworks (AE)

Explanation of Checklist Answers:

18ai. **Less than significant.** As discussed in *Threshold 5.5a*, above, a Phase I Cultural Resources Assessment (CRA) was completed for the Project Site. The CRA did not identify the presence of any resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. In addition, field surveys and records searches did not identify the presence of any historic, pre-historic, or tribal resources within the Project boundary. As discussed in *Threshold 5.5b*, and requested during AB 52 consultations, mitigation measure **MM CR 1** requires both an archaeological monitor and a Native American representative on site during all ground-disturbing activities so that the presence of any previously unknown significant historical resources with cultural value to a Native American Tribe are identified and addressed, as appropriate. Therefore, impacts with regard to a substantial adverse change in the significance of a historical resource with cultural value to a Native American Tribe will be less than significant.

18aii. **Less than significant with mitigation incorporated.** Ethnographically, the Project Site lies within the ancestral cultural territory of the Luiseño. However, the area may also have been occupied by the Cahuilla due to population shifts in the historic era. Both of these tribes speak a language of the Takic branch of the Shoshonean family, part of the larger Uto-Aztecan language stock. (AE, p. 8.)

Luiseño territory in ethnographic times encompassed a stretch of the California coast and included most of the drainage of the San Luis Rey and Santa Margarita rivers. Inland, Luiseño territory extended south from Santiago Peak, including the Elsinore and Temecula valleys, and extended farther south to Mount Palomar and the San Jose Valley, then west to the coast at Agua Hedionda Creek. The coastal territory of the Luiseño extended north to near San Mateo Creek in Orange County. Elders of the Pechanga Band of Luiseño Indians add that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla Range back to Rawson Canyon. (AE, p. 9.)

Ethnographically, Cahuilla territory spanned from the summit of the San Bernardino Mountains in the north to Borrego Springs and the Chocolate Mountains in the south, a portion of the Colorado Desert west of Orocopia Mountain to the east, the San Jacinto Plain as far as Riverside, and the eastern slopes of Palomar Mountain to the west. (AE, p. 9.)

As discussed in *Threshold 5.5a*, there are no archaeological or built-environment resources within the Project Site; therefore, implementation of the proposed Project will not impact any resources 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). Nonetheless, the Project will implement mitigation measure **MM CR 1**, which requires archaeological monitoring and observation by a Luiseño tribal monitor for initial ground disturbing activities.

As discussed in *Threshold 5.5b*, the results of the NAHC SLF, indicate that there are known Native American cultural resources within the Project Site. As a result of the AB 52 consultation, mitigation measures **MM CR 1** and **MM CR 2** include the involvement and monitoring by a Pechanga or Soboba representative during ground-disturbing activities. Tribal consultation will continue and be concluded prior to adoption of the MND.

5.19. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

References: Project Description

Explanation of Checklist Answers:

19a. **Less than significant with mitigation incorporated**. The proposed Project includes construction of the Bridge and improvements to Ethanac Road, and would not result in the construction or relocation of any new water treatment or wastewater treatment facility. However, wet and dry utilities will be extended from one end of Ethanac Road to the other and across within the bridge. The impacts of relocating and installing new wet and dry utilities within the Study Area and Project Site are included in the discussion in Sections 5.4 and 5.5. With implementation of mitigation measures mitigation measures **MM BIO 1** through **MM BIO 4** and compliance with the MSHCP, SKR HCP, and the conditions of any regulatory permits issues by the Corps, CDFW, and Santa Ana RWQCB, and mitigation measures **MM CR 1** and **CR 2**, impacts with regards to biological and cultural resources will be reduced to less than significant levels.

19b. **No impact.** The proposed Project does not involve the construction of any uses requiring water supply. As such, no water supplies are required for the Project and there would be no impact on water supply.

19c. **No impact.** The proposed Project entails construction of a roadway segment and Bridge; it does not require sewer capacity. As a result, the Project would have no impact on sewer capacity.

19d. **Less than significant impact.** Project construction is anticipated to generate 2,700 tons of solid waste during construction. Construction-Related Solid Waste will be disposed of at the Badlands Landfill on Ironwood Avenue in Moreno Valley, or the El Sobrante Landfill on Dawson Canyon Road in Corona. Both of these landfills have significant capacity available. The Project would comply with the California Integrated Waste Management Act of 1989, Assembly Bill 939, which mandates the reduction of solid waste disposal in landfills by requiring a minimum of 50 percent diversion goal. As such, at least half of the potential debris generated during construction of this Project will be diverted from the landfill. The remaining quantity is reasonably anticipated to be within the permitted capacity of the aforementioned landfills. Once constructed, the Project is not a use that generates solid waste. Therefore, Project impacts to landfills will be less than significant.

19e. **Less than significant impact.** Federal, state, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. As noted in *Threshold 5.19d* above, the Project is not a use that generates solid waste. Therefore, impacts will be less than significant.

5.20. WILDFIRE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

References: CAL, Perris GP

Explanation of Checklist Answers

20a. **Less than significant impact.** The Project is the construction of a Bridge over the San Jacinto River, providing access to the residential communities to the east and west side of the San Jacinto River. The Bridge will not impair the emergency evacuation plan; in fact, the Bridge will improve safety access to those residential communities. Therefore, since the Project is not within a State Responsibility Area, and would comply with all the policies with the City of Perris GP meant to reduce fire-related hazards, and the bridge would allow additional evacuation access, implementation of the Project would not impact an adopted emergency response plan or emergency evacuation plan will be less than significant.

20b. **Less than significant impact.** According to California Department of Forest and Fire Protection (Cal Fire), the proposed Project Site is not within a State Responsibility Area (SRA) or land classified as very high fire hazard severity zone. However, the City's General Plan designates the Project Site as Wildfire Hazard Area (Perris GP, Safety Element, p 32). As such, the Project will comply with the weed abatement and brush clearance regulations set forth in the City of Perris GP meant to reduce fire-related hazards. (Perris GP, Safety Element, pp. 30-32.) However, the Project does not entail a use intended for human occupancy. Ultimately, the Bridge and road improvements will be constructed with concrete, steel and asphalt – materials that do not catch fire. Therefore, because the Project will not exacerbate wildfire risks, the risk of exposing nearby occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires is less than significant.

20c. **Less than significant impact.** The proposed Project is construction of the Ethanac Road Bridge, which will be maintained as part of the City's roadway system. Typical maintenance

does not involve any activity that would exacerbate fire risk. Thus impacts will be less than significant.

20d. **Less than significant impact.** As discussed in *Threshold 7a iv*, T*hreshold 10c.*, and *Threshold 20b.* above, the proposed Project Site is on relatively flat area and is not near any areas that possess potential landslide characteristics, will not flood as a result of altered drainage patters, and will comply with all applicable City of Perris GP policies meant to reduce fire-related hazards. For these reasons impacts to exposing people or structures to downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes are less than significant.

5.21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

References: Checklist above

Explanation of Checklist Answers

21a. Less than significant with mitigation incorporated.

Potential to Degrade the Environment

Implementation of the proposed Project implementation does not have the potential to degrade the quality of the environment. As indicated in the foregoing analysis, the Project will result in either no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated for each of the environmental thresholds analyzed.

Potential to Impact Biological Resources

Implementation of the proposed Project will not:

- 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; or
- reduce the number or restrict the range of an endangered, rare, or threatened species.

As previously discussed under *Thresholds 5.4a through 5.4f* (Biological Resources), although implementation of the proposed Project will result in temporary and permanent impacts to habitat for the for the white-tailed kite, yellow-breasted chat, and yellow warbler, the Project will not result in direct take of the species. Further, because these are fully covered species, impacts due to habitat loss will be mitigated through compliance with the MSHCP. (GLA 2021, pp. 46-47.) Project implementation will also result in temporary and permanent impacts to least Bell's vireo habitat (GLA 2021, p. 46.). However, these impacts will be

reduced to a less than significant level with implementation of mitigation measure **MM BIO 1**, which requires the purchase wetland/riparian habitat establishment and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program. With implementation of mitigation measures **MM BIO 1** through **MM BIO 4** and compliance with the MSHCP, SKR HCP, and the conditions of any regulatory permits issues by the Corps, CDFW, and Santa Ana RWQCB, impacts with regards to biological resources will be reduced to less than significant.

Potential to Eliminate Important Examples of the Major Periods of California History or Prehistory

As previously discussed under *Thresholds 5.5a, 5.5b, and 5.18a* (Cultural Resources and Tribal Cultural Resources), the Project Site is located in a disturbed area and there are no archaeological or built-environment resources within the Project Site. Additionally, there are no known Native American cultural resources within a one-mile radius of the Project Site. Thus, no important examples of the major periods of California history or prehistory are expected to be impacted during bridge construction. However, because ground visibility was poor due to dense riparian vegetation present during the intensive pedestrian survey it was difficult to ascertain if buried archaeological remains are present, the Project will implement mitigation measure **MM CR 1**. Mitigation measure **MM CR 1** requires monitoring of initial ground disturbing activities and outlines a process in the unlikely event of an accidental discovery of a cultural resource. Therefore, with implementation of mitigation measure **MM CR 1**, impacts will be reduced to a less than significant level.

21b. **Less than significant impact**. The Project would not have impacts that are individually limited but **cumulatively** considerable. The Project will implement the City's Circulation Element by extending a portion of Ethanac Road west from its existing terminus in the City and constructing a bridge over the San Jacinto River.

With regard to air quality and greenhouse gas emissions, as discussed in *Thresholds 5.3b and 5.8b*, the SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. Since the proposed Project is in conformance with the AQMP and Project-generated emissions will not exceed SCAQMD construction or operation thresholds, the Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment and greenhouse gas emissions, are not cumulatively considerable and are considered less than significant.

With regard to transportation, the Project will not generate a substantial increase in VMT and would not generate additional vehicular trips as it does not entail any new land use approvals. As discussed in *Threshold 5.17a*, the Project is implementing the portion of the Perris GP Circulation Element by constructing a bridge over the San Jacinto River. For these reasons, the Project will not contribute to cumulatively considerable transportation impacts. Impacts are considered less than significant.

21c. **Less than significant with mitigation incorporated.** Effects on human beings were evaluated as part of the analysis in this IS under the thresholds for aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and

planning, noise, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. Based on the analysis and conclusions in this IS, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated.

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