Initial Study/Mitigated Negative Declaration No. 2379

TENTATIVE TRACT MAP NO. 37904

Lead Agency:

City of Perris
Planning Division
135 N. “D” Street
Perris, California 92570

Prepared by:
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SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

Pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code, Sections 21000, et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines, California Code of Regulations, Title 14, Sections 15000 et seq.), as amended, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify the potential environmental impacts associated with the develop of proposed Tentative Tract Map No. 37904 (proposed project) located at the northeast corner of Mountain Avenue and McPherson Road in the City of Perris. This IS/MND evaluates each of the environmental issues listed in Section 5.0 of this IS/MND. The objective of this IS/MND is to inform the 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 the development and operation of the proposed project, and recommend mitigation measures, when required by CEQA, to reduce potentially significant environmental impacts.

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 MITIGATED NEGATIVE DECLARATION

This IS/MND is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended and provided in Section 5.0 of this MND. Section 5.0 includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provide mitigation measures, when required, to reduce impacts to a less than significant level. An explanation for each answer is also included in Section 5.0.

The IS/MND reviews the potential environmental effects of the proposed project for each of the following areas:

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

As identified through the analysis presented in this MND, the proposed project would have no impacts or a less than significant level impact with the following topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Wildfire

The project would have a less than significant level impact with the implementation of the recommended mitigation measures for the following topics:

- Biological Resources
- Cultural Resources
- Hazards/Hazardous Materials
- Noise
- Tribal Cultural Resources

1.3 CONTACT PERSON

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

Douglas Fenn, Planning Consultant
City of Perris Planning Division
135 North “D” Street
Perris, California 92570
(951) 943-5003
dfenn@interwestern.com

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The 40.62-acre project site is located at the northeast corner of Mountain Avenue and McPherson Road in the City of Perris within Riverside County (Figure 1). The project site is located within Section 1, Township 5 South, Range 4 West of the 7.5-minute Perris quadrangle, San Bernardino Baseline and Meridian (United States Geologic Service 1967). The site is vacant with evidence of non-project related disturbance and vegetated with a mixture of native and non-native plants. As further discussed in the Biological Resources section of the IS/MND, the project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The site is not located within any designated MSHCP "Criteria Area" cells, and it is not within a "Core" or "Linkage" area. No Riparian/Riverine areas or vernal pools are located within or adjacent to the site or off-site impact areas. No sensitive, rare or endangered plant or animal species have been observed on the site.

The existing General Plan Land Use designation for the site is R-6,000 - Residential 6,000 and the existing zoning is R-6,000 (Residential 6,000-square-foot lot size). The proposed zoning for the project would be R-6,000-PDO (Planned Development Overlay) that would allow for an increase in housing density of up to 10 percent of 6,000 square feet. The area surrounding the site is currently dominated by vacant land and single-family detached housing and described below.

Direction from Project Site	Land Use
North	Unimproved David Jones Road with vacant land and several single-family residential properties beyond.
South	Mountain Avenue with the 1st Perris Apostolic Church beyond.
East	McPherson Road with single family residential development beyond.
West	Very low density residential (Riverside County).

2.2 PROJECT DESCRIPTION

Identified as Tentative Tract Map (TTM) 37904, the project applicant is proposing the development of 185 single family age restricted (55 years old or older) detached residential units at the project site (Figure 2). The residential lots would range from a minimum size of 4,502 square feet to a maximum size of 9,972 square feet. The project includes construction of one story homes and includes Spanish, Craftsman and Tuscan architecture. As part of the project development, there would be three recreational areas constructed in Lots A, B, C and D (Figure 3). Lot F would remain an undeveloped natural area. A recreation center building would be constructed in Lot B. One detention basin for stormwater management that would include a dog park would be located within Lot A (Figure 3).

The project applicant is proposing to construct a total of 367,462 square feet of on-site and off-site street improvements, including half-width public roadway improvements along Mountain Avenue, McPherson Road, and David Jones Road and on-site paved surfaces as part of the project. The total area of the site, including the off-site street improvements is approximately 41.70 acres. The total area of development within the project area are summarized by type as follows.

- Total Building Area: 326,318 square feet
- Landscaping Area: 1,012,882 square feet
- Lot F (unimproved natural area): 109,955 square feet

Construction of the project is estimated to begin in the year 2024 and last approximately 39 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. The project site is expected to require the export of 10,000 cubic yards of earthwork material during the grading phase. The project area would be mass graded, and utilities installed by phase. The project would require 107,000 cubic yards of cut and 87,000 cubic yards of fill. From the remaining 20,000 cubic yards of excavated soils, the project site is expected to require the export of 10,000 cubic yards of earthwork material during the grading phase. The project is expected to be complete and operational in the year 2027.

As discussed in the IS, the project site is located within a high wildfire hazard area. As a result, a Fuel Modification Plan (FMP) has been prepared for the project that assessed both the on-site and off-site wildland fire hazard risks. Both short-term and long-term modification actions to minimize projected fire hazards and risks have been identified in the FMP. The FMP provides wildlife fuel treatments for the proposed development to reduce risks from wildlife summarized as follows.

- Fuel treatment zones broken down by zones within the development.
- Construction standards that will reduce risks from wildfire.
- Infrastructure elements that will reduce risks from wildfire.
- Recommendations for a homeowner education program.
- Mandated Covenants, Conditions and Restrictions that would include statements that identified roles and responsibilities for managing wildfire risks for the project.

The Air Quality and Greenhouse Gas Analysis and Noise Impact Study prepared for the project have identified the following design features (DFs) that were considered in their respective analyses.

Air Quality and Greenhouse Gas Analysis Construction Design Features

DF-1 The project will follow the standard South Coast Air Quality Management District (SCAQMD) rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two times daily.
2. Speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points to the project area shall be washed or swept daily.
7. The construction sites shall be sandbagged for erosion control.
8. Nontoxic chemical soil stabilizers will be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. All trucks hauling dirt, sand, soil, or other loose materials will be covered, and maintain at least two feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.

10. Project access roads shall be paved or gravel-constructed at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Ground cover of disturbed areas will be replaced as quickly possible.

DF-2 Require all construction equipment to have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

DF-3 Construction equipment shall be maintained in proper tune.

DF-4 All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.

DF-5 Minimize the simultaneous operation of multiple construction equipment units.

DF-6 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

DF-7 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

DF-8 Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

DF-9 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

DF-10 Utilize zero Volatile Organic Carbon (VOC) and low VOC paints and solvents, wherever possible.

DF-11 Prepare and implement a Construction Management Plan which will include the construction best practices and conditions of approval to be submitted to the City of Perris and followed by construction contractors and personnel.

Air Quality and Greenhouse Gas Analysis Operational Design Features:
DF-12 Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards, including net zero energy requirements.

DF-13 Implement water conservation strategies, including low flow fixtures and toilets, water-efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.

DF-14 Comply with the mandatory requirements of CalRecycle's residential recycling program and implement zero waste strategies.

DF-15 Provide the necessary infrastructure to support electric vehicle charging, as required by CALGreen.

DF-16 Use electric-powered landscaping equipment for landscape maintenance

DF-17 Utilize renewable energy sources, such as solar, to the maximum extent required under Title 24.

Noise Impact Study Construction Design Features

DF-1 Construction-related noise activities shall comply with the requirements set forth in the City of Perris Municipal Code Chapter 7.34 and Riverside County Ordinance No. 847:

1. It is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA Lmax in residential zones in the city.
2. Riverside County Ordinance No. 847 indicates that construction noise is exempt from the noise ordinance, provided any of the following are satisfied:

- Private construction projects located one-quarter of a mile or more from an inhabited dwelling.
- Private construction projects located within one-quarter of a mile from an inhabited dwelling, provided that:
  - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September; and
  - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.

DF-2 The project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting, during construction. If these activities end up being required, a follow-up noise and vibration assessment will be prepared prior to performing any such activities.

Noise Impact Study Operational Design Features

DF-3 A six-foot noise barrier wall will be provided to shield all habitable backyard areas facing exterior roadways and adjacent properties. The designed noise screening will only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area without decorative cutouts or line-of-site openings between the shielded areas and the project site. All gaps (except for weep holes) should be filled with grout or caulking to avoid flanking.

Noise control barrier may be constructed using one, or any combination of the following materials:

- Masonry block;
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot; and
- Transparent glass (3/8-inch-thick), acrylic, polycarbonate, or other transparent material with sufficient weight per square foot.

DF-4 All heating, ventilation and air conditioning (HVAC) equipment will be shielded from the line of sight of adjacent residential properties behind property line walls.

DF-5 The project will be required to incorporate building construction techniques that achieve the minimum interior noise standard of 45 decibel community noise equivalent level (dBA CNEL) for all residential units.

DF-6 For proper acoustical performance, all exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

The following project design features that are considered standard building code requirements and best practices and are consistent with the City of Perris Climate Action Plan (CAP) will be included In the project design.

- Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards, including net zero energy requirements.
- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Comply with the mandatory requirements of CalRecycle's residential recycling program and implement zero waste strategies.
- Provide the necessary infrastructure to support electric vehicle charging, as required by CALGreen.
- Use electric powered landscaping equipment for landscape maintenance.
- Utilize renewable energy sources, such as solar, to the maximum extent required under Title 24

Implementing these design features will help reduce greenhouse gas emissions from construction and operation of the proposed project consistent with the City's CAP.

2.3 PROJECT APPROVALS

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

- Adoption of a Mitigated Negative Declaration with the determination that the Mitigated Negative Declaration has been prepared in compliance with the requirements of CEQA as amended;
- Approval of Tentative Tract Map No, 37904 to allow the development of 185 single family age restricted (55 years old or older) detached residential units on approximately 41.70 gross acres;
- Approval of Planned Development Overlay 21-05038 to rezone the project site from R-6,000 – Single Family Residential Zone to R-6,000-PD – Single Family Residential Planned Development Overlay Zone; and
- Approval of Development Plan Review 21-00002 of the site plan and building elevations for the construction of 185 detached single family residences, a clubhouse, common open space including a dog park, a detention basin, and landscaping.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to project conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

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

- Coverage under the Adopted Order 2009-0009 DWQ, National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB)-Santa Ana

Region to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened; and

- Approval of water and sewer improvement plans by the Eastern Municipal Water District.

2.4 DOCUMENTS INCORPORATED BY REFERENCE

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

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005.
- *City of Perris 2014-2021 Housing Element,* City of Perris, adopted August 17, 2013
- *General Plan Land Use Map*, updated January 03, 2013

These reports/studies are available for review at:

Public Service Counter
City of Perris Planning Division
135 North “D” Street
Perris, California 92570
(951) 943-5003
Hours: Monday – Thursday: 8:00 AM to 6:00 PM.

Figure 1 Regional Location

Figure 2 Site Plan

Figure 3 Recreation Areas/Open Spaces

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/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 will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ I find that although the proposed project could have a significant effect on the environment, because all 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
Douglas Fenn, Planning Consultant	City of Perris
Printed Name	Agency

SECTION 5.0 INITIAL STUDY

This section contains the Environmental Checklist Form for the proposed project. The Form is marked with findings as to the environmental effects of the project.

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

ENVIRONMENTAL CHECKLIST FORM

City of Perris **135 North "D" Street,** **Perris, California 92570**	
Project Title	Tentative Tract Map No. 37904
Lead Agency Name and Address	City of Perris 135 North "D" Street Perris, California 92570
Contact Person and Phone Number	Douglas Fenn, Planning Consultant, (951) 943-5003
Project Location	Northeast corner of McPherson Road and Mountain Avenue, Perris California (Figure 1)
Project Sponsor's Name and Address	Anthony Arnest Pacific Communities Builder, Inc. 1000 Dove Street, Suite 300 Newport Beach, California 92660
General Plan Designation	Residential 6,000
Zoning Designation	R-6,000
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.?	The City, as the lead agency, request consultation to Agua Caliente Band of Cahuilla Indians, Desert Cahuilla (Torres-Martinez), Luiseño Indians, Morongo Band of Mission Indians, Pechanga Band of Mission Indians, and Rincon Band of Luiseño Indians on October 3, 2022. A request for consultation from the Pechanga Band of Mission Indians was received on October 18, 2022. No other requests for consultation have been received.

5.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 that will adversely affect day or nighttime views in the area?	☐	☒	☐	☐

References: City of Perris 2004, City of Perris 2006

Explanation of Checklist Answers

1a. Less than Significant Impact.

The City of Perris encompasses approximately forty (40) square miles in northwestern Riverside County and is located midway between the San Jacinto and the Santa Ana Mountains. The City of Perris is bordered on the north by the March Air Reserve Base/Inland Port Airport and by the City of Moreno Valley, on the south by the unincorporated communities of Quail Valley and Sun City, on the southwest by the City of Canyon Lake, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County (City of Perris 2004).

Because the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in General Plan 2030 will obstruct views to the foothills from at least some vantage points. The City of Perris has identified a more narrowly defined scenic vista as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. As a result, east-west and north-south oriented roadway network and the streetscapes frame and preserve scenic vistas from public rights of way to the distant horizons and foothills. Due to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills (City of Perris 2006). As a result, a less than significant impact would occur.

1b. No Impact.

Scenic highways are designated as such because the traverse areas of distinctive natural beauty. State Route 74 east of the City of Hemet is the closest officially designated State Scenic Highway to the City of Perris. The segments of State Route 74 from Hemet to the coast are eligible to be designated as a State Scenic Highway; although the official designation has not occurred. The proposed project site is located approximately three-tenths of a mile to the southeast of State Route 74. Existing rural residential

development located between the project site and State Route 74 would essentially screen views of the developed project from travelers using State Route 74.

Collections of rocks or singular rocks that are notable by virtue of unique formation, size, or character or notable stands of trees have not been identified within the City of Perris (City of Perris 2004). As stated earlier, the proposed project is located approximately three-tenths of a mile to the southeast of State Route 74. Existing rural residential development located between the project site and State Route 74 would essentially screen views of the developed project from travelers using State Route 74. Views of an historic buildings located along State Route 74 would not be impacted by the proposed project. As a result, no impact would occur.

1c. Less than Significant Impact.

The proposed project would be located within an area that has been developed as rural residential developments and open space undeveloped lands. Development of the site as Single Family Zoning with an Planned Development Overlay that would allow for an increase in housing density would be consistent with and compatible with the existing rural residential development in the vicinity of the project area. The project would be required to meet and comply with all applicable City of Perris development standards for residential uses. As a result, a less than significant impact would occur.

1d. Less than Significant With Mitigation Incorporated

The residences and new streets associated with the project would require nighttime lighting, similar to what is provided in adjacent residential developments. Light standards associated with new streets would be deflected away from adjacent properties and focused downward. The increase in night lighting would not adversely affect nighttime views in the local area. Therefore, operational impacts would be less than significant.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the nearby residences and motorists on McPherson Road and Mountain Avenue, such security lights may result in glare to residents and motorists. Implementation of **Mitigation Measure MM AES-1** would ensure that project-specific impacts to nighttime lighting would be less than significant.

Mitigation Measure AES-1:

Mitigation Measure AES-1 Prior to issuance of grading permits, the property owner/developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky or into the backyards of the adjacent roadways and nearby residential areas.

5.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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: California Department of Conservation 2018

Explanation of Checklist Answers

2a. No Impact

Land is designated by the California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program (FMMP) as one of the following as it relates to agriculture: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-Up Land, and Other Land. A review of the Farmland Map for project area

has designated the project site "Farmland of Local Importance" (California Department of Conservation 2018). This designation has been defined by the California Department of Conservation as land that is of importance to the local economy. In Riverside County, these are lands that lack irrigation water and are planted to dryland crops of barley, oats, and wheat. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use, and no impact would occur.

2b. No Impact

The project site is not under a Williamson Act contract. No impact would occur.

2c. No Impact

As there are no forests or timberlands located within the City of Perris, the proposed project would not result in the rezoning of forest or timberland. Therefore, no impact would occur.

2d. No Impact

As there are no forests or timberlands located within the City of Perris, no loss of forest land or the conversion of forest land to non-forest land would occur. Therefore, no impact would occur.

2e. No Impact

As previously indicated, a review of the Farmland Map for the project area has designated the project site "Farmland of Local Importance" (California Department of Conservation 2018). This designation has been defined by the California Department of Conservation as land that is of importance to the local economy Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use, and no impact would occur.

5.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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 emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Reference: RK Engineering Group, Inc., 2022a (Appendix A), South Coast Air Quality Management 2022

Explanation of Checklist Answers

3a. Less than Significant Impact

The City of Perris is located within the South Coast Air Basin (SCAB) which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has prepared Air Quality Management Plans (AQMPs) to establish programs to guide the SCAB into compliance with federal and state air quality standards. CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies in the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two criteria for evaluating consistency of a proposed project against the AQMP as follows.

- Criterion 1: Whether the project will result in an increase in the frequency or severity of

existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

- Criterion 2: Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

As discussed below, the results of the short-term construction emission levels and long-term operational emission levels show that the project would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the proposed project would not contribute to the exceedance of an air pollutant concentration standard and is found to be consistent with the AQMP for the first criterion.

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The proposed zoning for the project would be R-6000-PDO (Planned Development Overlay) that would allow for an increase in housing density of up to 10 percent of 6,000 square feet which is consistent with the City of Perris General Plan. The proposed project is not expected to increase operational emissions from mobile sources and energy sources, compared to the previously approved use. As shown in the regional and localized emissions analysis conducted for the proposed project and discussed below, the project is below the SCAQMD thresholds of significant for cumulative impacts and will not exceed the Criterion 2 threshold. A less than significant impact would occur.

3b. Less than Significant Impact

An analysis of potential air quality impacts was completed for construction and operation of the proposed project (Appendix A, RK Engineering Group, Inc. 2022a). The Federal Clean Air Act (§ 7602) defines air pollution as any agent or combination of such agents, including any physical, chemical, biological, or radioactive substance which is emitted into or otherwise enters the ambient air. Household combustion devices, motor vehicles, industrial facilities and forest fires are common sources of air pollution.

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health and include the following.

- Carbon Monoxide (CO)
- Nitrogen Dioxide (NO_2)
- Ozone (O_3)
- Fine Particulate Matter (PM_{10})
- Ultra-Fine Particulate Matter ($PM_{2.5}$)

- Sulfur Dioxide (SO_2)
- Lead (Pb)
- Volatile Organic Compounds (VOCs)
- Toxic Air Contaminants (TACs)

Several pollutants listed above are not addressed in the analysis completed for this project. Lead is not included because neither construction nor operation of the project are anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is specifically addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project development and use do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity. SCAQMD rules that are applicable to the proposed project include, but are not limited to, those presented in Table 1.

Table 1 Applicable Rules

Rule/ Regulation	**Title**
402	Nuisance
403	Fugitive Dust
445	Restriction of Wood Burning Devices
1113	Sale, use, and manufacturing of architectural coatings
1143	Manufacture, sale and use of paint thinners and solvents
1186	Limits presence of fugitive dust on paved and unpaved roads

Construction Air Quality Emissions

The proposed project would generate temporary emissions of criteria pollutants during construction. The air quality technical report provided in Appendix A provides a summary of construction sources of project-related emissions that were analyzed for the proposed project (RKM Engineering Group, Inc. 2021). Table 2 shows the daily pounds per day (lbs/day) of construction emissions on a regional basis. As shown in this table, the project's daily regional construction emissions would be below the applicable SCAQMD thresholds of significance.

Table 2 Regional Construction Emissions – Unmitigated

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	2.72	27.21	18.95	0.04	8.95	5.05
Grading	3.32	34.19	28.87	0.07	5.40	2.79
Building Construction	2.31	16.68	24.82	0.06	3.63	1.41
Paving	1.36	8.60	15.00	0.02	0.59	0.43
Architectural Coating	40.04	1.21	3.06	0.01	0.55	0.18
Maximum[1]	40.04	34.19	28.87	0.07	8.95	5.05
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

Operation-Related Air Quality Impacts

Once construction is complete, the project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance (Table 3). The project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Table 3 Regional Operational Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	2.22	2.18	21.68	0.05	5.75	1.55
Energy Sources	0.15	1.32	0.56	0.01	0.11	0.11
Area Sources	8.14	3.24	16.59	0.02	0.33	0.33
Total	10.52	6.75	38.83	0.08	6.19	1.99
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

3c. Less than Significant Impact

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools. The nearest sensitive land uses are considered the residential homes located adjacent to the project site to the north, south, east and west of the site. Sensitive receptors are located within 25 meters of the project site (RK Engineering Group, Inc, 2021). Implementing the proposed project could cause a significant impact to sensitive receptors. This potential impact will be reduced to a less than significant level with implementation of Construction Design Features identified earlier in the description of the project (RK Engineering Group, Inc. 2022a).

The project site is located in the SCAQMD Hemet/Elsinore General Forecast Area and the Perris Valley Source Receptor Area (SRA) 24. Sensitive receptors are considered residences, schools, daycare centers, playgrounds and medical facilities. The nearest sensitive land uses are considered the residential homes located adjacent to the project site to the north, south, northwest, and east of the site and the Mesquite Elementary School located to the west of the site. As such, sensitive receptors are located within 25 meters (approximately 80 feet) of the project site (RK Engineering Group, Inc.2022a).

Localized Construction Air Quality Emissions

Table 4 shows daily pounds per day (lbs/day) of localized construction emissions. As shown in this table, the project's daily localized construction emissions would be below the applicable SCAQMD thresholds of significance.

Table 4 Localized Construction Emissions

Maximum Daily Emissions (lbs/day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	32.38	27.72	8.75	5.00
SCAQMD Construction Threshold[2]	270.0	1,577.0	13.0	8.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.

[2] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 24, Perris Valley, disturbance area of 5 acres and receptor distance of 25 meters.

Localized Operation-Related Air Quality Impacts

Table 5 shows the localized operational emissions once construction has been completed. As shown in this table, the project's daily localized operational emissions would be below the applicable SCAQMD thresholds of significance.

Table 5 Localized Operational Emissions

Maximum Daily Emissions (lbs/day)[1]				
Localized Significance Threshold Pollutants	**NOx** (lbs/day)	**CO** (lbs/day)	**PM_{10}** (lbs/day)	**$PM_{2.5}$** (lbs/day)
On-site Emissions[2]	4.68	18.24	0.7	0.5
SCAQMD Operation Threshold[3]	27.0	1,577.0	4.0	2.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-24, Perris Valley, 5-acre site, receptor distance 25 meters.

Diesel Particulate Matter Toxic Air Contaminants

The greatest potential for toxic air contaminant emissions from the project would be related to diesel particulate matter (DPM) emissions associated with off-road diesel equipment used during construction. As shown in Tables 2 and 4, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed regional or local thresholds with the proposed Design Features. Given the short-term construction schedule, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk.

In September 2000, the CARB adopted the Diesel Risk Reduction Plan, which recommends several control measures to reduce the risks associated with DPM. The key elements of the Diesel Risk Reduction Plan are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, to lower the sulfur content of diesel fuel, and implement advanced technology emission control devices on diesel engines. The project is located adjacent to residential uses surrounding the project site, therefore, in order to ensure the level of DPM exposure is reduced as much as possible, the project shall implement the best available pollution control strategies to minimize potential health risks.

When completed, the project would consist of residential senior adult housing. This type of use does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the project operational impact is considered to be less than significant.

Asbestos

Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos, found in serpentine and ultramafic rock, has not been shown to occur within in the vicinity of the project site

(RK Engineering Group, Inc. 2022). Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small. However, in the event NOA is found on the site, the project will be required to comply with the National Emission Standard for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form would be required to be completed and submitted to the CARB immediately upon discovery of the contaminant. The project would be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures would be required to supervise on-site activities.

CO Hotspot Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 part per million (ppm) or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced (RK Engineering Group, Inc. 2022a). The SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations. Therefore, it is reasonable to conclude that the project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots (RK Engineering Group, 2022a).

3d. Less than Significant Impact

Construction. Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed project.

Operation. The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402 requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. A less than significant impact would occur.

5.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on 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: RCA Associates, Inc. 2021 (Appendix B)

Explanation of Checklist Answers

4a. Less than Significant Impact with Mitigation Incorporated

The project is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. The final MSHCP was approved by the County Board of Supervisors on June 17, 2003. The federal and state permits were issued on June 22, 2004 and implementation of the MSHCP began on June 23, 2004. The MSHCP has identified that for APNs associated with the site, a habitat assessment would be required and should address at a minimum if potential habitat for burrowing owl (*Athene cunicularia*), a California Species of Special Concern, is present at the site. An assessment for potential burrowing owl habitat was conducted and completed on October 21, 2020 and is found as Appendix B. The project site was noted as moderately disturbed and vegetation was recorded as mixture of native and non-native vegetation. No sensitive species wore observed at the site. No burrowing owl or habitat to support burrowing owl was observed at the site. There is relatively low potential for nesting birds to utilize the few trees and shrubs at the site. However, the potential for construction-related ground disturbance to

impact nesting birds can be reduced to a less than significant level with implementation of **Mitigation Measure BIO-1**. Although no burrowing owl or habitat to support burrowing owl was observed during the reconnaissance survey, potential impacts to this sensitive raptor would be mitigated with implementation of **Mitigation Measure BIO-2**.

4b. Less than Significant Impact

During the reconnaissance, a drainage channel was noted on the northeastern portion of the site. This area has been identified by the project applicant as a Natural Area/Lot F and is not part of the site development (Figure 3). The design of the lots adjacent to the Natural Area/Lot F includes Best Management Practices to prevent accidental discharge into this area that will be discussed further in Section 5.10. No riparian or riverine habitat was noted at the site. A less than significant impact would occur.

4c. No Impact

No wetlands were observed during the reconnaissance of the project site. No impact would occur.

4d. No Impact

While the site is undeveloped, it is located in a developed area of the City. No documented terrestrial migration corridors were noted in the immediate vicinity of the site (RCA Associates 2021). Based on the developed nature of adjacent areas to the site, the project area does not provide any wildlife corridors for use by wildlife for migration, movement or dispersal (RCA Associates 2021). No impact would occur.

4e. Less than Significant Impact

City of Perris Ordinance Number 1123 has established a local development mitigation fee to fund the preservation of natural ecosystems in accordance with the MSHCP. The City of Perris General Plan has policies for the protection of biological species summarized as follows.

- Preserve areas with significant biotic communities.
- Comply with state and federal regulations for the protection and preservation of sensitive biological resources.
- Require biological surveys as part of the development review process.
- Compliance with state and/or federal regulations related to potential aquatic resources.
- Compliance with the MSHCP.
- Review development and construction projects within the City in accordance with conservation criteria procedures and mitigation requirements identified in the MSHCP.

The project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123 and would subsequently not conflict with the MSHCP. The project site is outside the fee The habitat assessment of the site was completed to ensure that the proposed project would be consistent with the MSHCP (Appendix B). A less than significant impact would occur.

4f. Less than Significant Impact

As the project is located within the MSHCP area, it would be subject to fees to off-set impacts to MSHCP covered plants and wildlife. Payment of fees pursuant to City of Perris Ordinance No. 1123 and implementation of **Mitigation Measures BIO-1 and BIO-2** would mitigate impacts to covered plants and a less than significant impact would occur.

Mitigation Measures BIO-1 and BIO-2

Mitigation Measure BIO-1. Vegetation removal activities s be conducted outside of the nesting bird season (typically February 15th to August 31st). If grading and clearing activities must occur during the nesting season, a nesting bird survey shall be conducted by a qualified biologist within seven days prior to the start of any ground disturbing activities to determine if any nesting birds occur within the project site. If nesting birds are not found within the project site, no further actions will be required. If nesting birds are observed, a buffer zone between construction activities and the nesting bird shall be established by a qualified biologist. The buffer zone shall be determined by the type of nesting bird. A typical buffer zone will be 250 feet for nesting passerine birds (songbirds) and 500 feet for nesting raptors.

Mitigation Measure BIO-2. A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of the project site containing suitable burrowing owl habitat. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre- construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy the project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

5.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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: Paleo Solutions, Inc., 2021a (Appendix C-1), Tetra Tech, Inc., 2022 (Appendix C-2)

Explanation of Checklist Answers

5a. No Impact

Two separate investigations of potential cultural resources associated with the project site are found as Appendix C-1 and Appendix C-2. The 2021 cultural resource study conducted for the project included a record search conducted via the Eastern Information Center (EIC), Department of Anthropology, University of California at Riverside, of the California Historical Resources Information System of the Project area and a 0.5-mile record search radius extending from the project area (defined as the project property of 40.4 acres) boundary (Paleo Solutions, Inc. 2021). The results of the record search did not identify any previously recorded resources within the project area. The 2021 EIC search identified six previously documented resources within 0.5 mile of the project area, including one prehistoric site with unknown constituents, one multicomponent site containing prehistoric milling slicks and historic-age refuse, and four historic-age roads. No resources were identified within the Project area.

Based on a request by the City of Perris, Tetra Tech, Inc.'s Principal Archaeologist requested an expanded record search for the project of an additional 0.5-mile radius beyond the initial 0.5-mile EIC record search, for a total of a 1-mile radius (both record searches combined) beyond the project boundary. The record search was conducted on October 13, 2022, via the EIC. As part of this records search, the EIC database of survey reports and overviews was consulted, as well as documented cultural resources, cultural landscapes, and ethnic resources. Additionally, the search included a review of the following publications and lists: California Office of Historic Preservation Historic Properties Directory, NRHP, California Office of Historic Preservation Archaeological Determinations of Eligibility, California Inventory of Historical Resources/CRHR, California Points of Historical Interest, and California Historical Landmarks.

This EIC records search identified thirteen previously conducted reports within the expanded 0.5-mile radius (Tetra Tech, Inc. 2022). These previous investigations were conducted between 1977 and 2015 and consist of architectural and archaeological field studies and reporting. Thirty-six previously recorded cultural resources were identified within the expanded 0.5-mile radius (0.5 to 1 mile from the project area) and include: one recorded location with unknow site type, 32 built environment resources (28 buildings (residential), one railway line, one ditch, and two road segments), three prehistoric sites (all are

recorded as bedrock milling stations with no other artifacts observed), and one multicomponent site (prehistoric bedrock milling station, historic refuse scatter). None of the previously recorded resources have been formally evaluated for the National Register of Historic Places or California Register of Historical Resources. No cultural resources were identified within the project area. The 2021 cultural resource study conducted for the project included a record search and pedestrian field survey with negative results. No buildings, structures, features, or sites were identified as a result of the cultural resource pedestrian survey.

Based on a request by the City of Perris, Tetra Tech, Inc's Principal Archaeologist conducted a review of historic property records such as federal land patents through the Bureau of Land Management's (BLM) General Land Office (GLO) Records, title searches, and historic aerial imagery and maps for information regarding potential historic significance of the project property (Tetra Tech, Inc., 2022). A search of federal land patents through the BLM's General Land Office Records website identified one early patent holder, the Southern Pacific Railroad Company, for Section 1, of Township 5 South and Range 4 West (T5S, R4W), by the State of California in 1894 under the title authority of the July 27, 1866: Grant-RR-Atlantic and Pacific Act:14 Stat. 292. Review of the 1880 GLO plat map did not identify any buildings, features, or illustrated labels within the project area. Review of historic era USGS 7.5-minute topographic maps of Perris, CA (c. 1953, 1961, 1965, 1969, and 1975) did not identify any illustrated buildings, structures, or features within the project area. Based on the historic aerial imagery (c. 1938, 1949, 1953, 1961, 1966, 1967, 1978) the project area appears as primarily undeveloped land to current time. No potential historic era buildings, structures, or features were observed on aerial imagery within the project area (Tetra Tech, Inc. 2022).

In addition, a title search was conducted for the project area. No ownership information prior to 1963 was available. The title research conducted for the project property identified the following information:

- Henry Upton and Sons, a partnership, composed of Henry Upton, Mryon Upton, and Mural Upton granted a deed on January 18, 1963, to Robert T. O'Donnell and Delta O'Donnell (husband and wife), as to an undivided half interest; and Myron Upton and Lilias Upton (husband and wife), as tenants in common, as to an undivided half interest of the southeast quarter of property in: Section 1, T5S, R4W, consisting of 163 acres, and lots 1 and 2, and the south half of the northeast quarter of Section 1, T5S, R4W consisting of 154.61 acres (Deed number 6253). Hence, the title indicates that Henty Upton and Sons were the owners of the property (Project area) prior to 1963. No tite information was available regarding when the property was acquired by Upton and Sons. On November 19th, 1963, Delta O'Donnell and Lilias Upton released claim to the property (Quitclaim Deed #122547). Based on the 1930 census records, Myron Upton is listed as a 21-year-old white male, born in 1909 in Missouri, married to Lilas E. Upton, and worked as a manager at a poultry farm. In 1936, a Mural Upton is registered as a U.S. voter (Republican) living in Perris, California, as a rancher. No other information was available (i.e., ancestery.com, online archive newspapers, City of Perris government website, etc.) for Myron, Mural, and Henry Upton, or Henry Upton and Sons; or Robert T. O'Donnell and Delta O'Donnell.
- On August 5th, 1964, Robert T. O'Donnell and Myron Upton granted the northeast quarter of Section 1, T5S, R4W, Lots 1 and 2 to Gnral Lands, Inc. (a California corporation, as an undivided three-fourths interest and Michael Krug and Teress Krug (husband and wife), as joint tenants as to an undivided quarter interest (Grant Deed #112609). No information from readily available

sources (i.e., ancestery.com, online archive newspapers, City of Perris government website, etc.) was available for Michael Krug and Teress Krug.

- On October 27th, 1964, Michael Krug and Teress Krug granted the southwest quarter of the northeast quarter (contain Lots 1 and 2) of Section 1, T5S, R4W, reserving a 30-foot easement along the easterly boundary for road purposes, to Masaru Kamatani and Fujiye Kamatani (husband and wife), as joint tenants (Joint Tenancy Grant Deed #129758). Based on 1940s US census records, a F. [Fujiye] Kamatani was listed as a 40-year-old Japanese American, born in California, and married to husband Masaru Kamatani, and lived with their three children, son Jack (18 years old), daughter Marion (17 years old), and Mary (15 years old) in Tustin, Orange County, California. Masaru Kamatani is listed as a 40-year-old Japanese American and had an occupation as a truck farmer. No other information was available regarding Fujiye. Masaru Kamatani arrived in Seattle, Washington, from Takamatsu-City, Japan in 1917. No other information was available (i.e., ancestery.com, online archive newspapers, City of Perris government website, etc.) regarding the Kamatani's.
- On September 7, 1979, Masaru Kamatani and Fujiye Kamatani granted the southwest quarter of the northeast quarter (contain Lots 1 and 2) of Section 1, T5S, R4W, reserving a 30 foot easement along the easterly boundary for road purposes, to Arthur D. Boston and Barbara M. Boston (husband and wife) as joint tenants, as to an undivided one-third interest; Joseph P. Saline, Junior, and Margo A. Saline (husband and wife) as joint tenants, as to an undivided on-third interest; and Richard P. Trueba (a single man), as to the undivided on third interest.

No building, structures, or features were identified within the project area. Research conducted on the background of the previous owners of the project property revealed little information that could be linked definitely to the owners and little information from readily available sources did not reveal substantive or significant information on the owners of the project area or use of the project area. Based on the 2021 cultural resource study for the project, and archival research conducted by Tetra Tech, Inc. (2022), the project property does not appear to exert any historical significance. No impact would occur.

5b. Less than Significant with Mitigation Incorporated

The presence of six cultural resources within one-half mile plus thirty-six previously recorded cultural resources within the expanded 0.5-mile radius (0.5 to 1 mile from the Project area, including two sites that contain prehistoric archaeological materials (Paleo Solutions, Inc., 2021), one additional recorded location with unknow site type, 32 built environment resources (28 buildings (residential), one railway line, one ditch, and two road segments), three prehistoric sites (all are recorded as bedrock milling stations with no other artifacts observed), and one multicomponent site (prehistoric bedrock milling station, historic refuse scatter) (Tetra Tech, Inc. 2022).indicates that there is a potential for buried archaeological resources to exist within the project area. Bedrock outcrops like those found within the project area, were commonly used by Native Americans as milling stations for processing acorns, seeds, and other vegetal resources (Paleo Solutions, Inc. 2021a). Although no milling features were observed on the exposed outcrops during the field survey, milling features can be buried over time by natural alluvial processes. It is possible that buried milling features, such as milling slicks and mortars, as well as subsurface prehistoric artifacts, may be present within the project area. With incorporation of **Mitigation Measure CUL-1**, impacts to archaeological resources would be reduced to a less than significant level.

5c. Less than Significant with Mitigation Incorporated

As indicated in Section 5a, the project site has been historically vacant and is not anticipated to have any human remains, including those interred outside of formal cemeteries (Paleo Solutions, Inc. 2021a). In the unlikely event that human remails are discovered during construction, incorporation of **Mitigation Measure CUL-2** would reduce potential human remains impacts to a less than significant level.

Mitigation Measures CUL-1 and CUL-2

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

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

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

The agreement between the proponent/developer and the 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.

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

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

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

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 tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

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

Mitigation Measure CUL-2. In the event that human remains (or remains that may be human) are discovered at the project site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Luiseño tribal

representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b), and California PRC 5097.98.

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

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

5.6 ENERGY

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

References: RK Engineering Group, Inc. 2022a (Appendix C)

Explanation of Checklist Answers

6a. Less than Significant Impact

The following project design features are considered standard building code requirements and best practices that will be included in the project design to reduce energy needs.

- Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards, including net zero energy requirements.
- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Comply with the mandatory requirements of CalRecycle's residential recycling program and

implement zero waste strategies.

- Provide the necessary infrastructure to support electric vehicle charging, as required by the CALGreen Code.
- Use electric powered landscaping equipment for landscape maintenance.
- Utilize renewable energy sources, such as solar, to the maximum extent required under Title 24.

Incorporation of these best practices would reduce impacts associated with energy use to a less than significant level.

6b. Less than Significant Impact

The project would be required by the City of Perris to comply with all applicable CALGreen Code energy conservation measures, including California Code of Regulations Title 24, part 6, California Energy Code. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency requirements. A less than significant impact would occur.

5.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
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 risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

References: City of Perris 2016b, United States Geological Survey 2022, Geo Tek, Inc. 2020b (Appendix D), Paleo Solutions, Inc. 2021b (Appendix E)

Explanation of Checklist Answers

7a(i) Less than Significant

There are no mapped Alquist-Priolo Zones within the City of Perris (City of Perris 2016b). In addition, there are no County of Riverside-designated special status study fault zones (City or Perris 2016b). The closest active fault zone to the site is the Elsinore-Temecula fault that is located approximately 11 miles to the southwest, the Murrieta Hot Springs fault located approximately 15 miles to the southwest and the San Jacinto-San Jacinto Valley fault located 14 miles to the northeast (United States Geological Survey 2022). Although seismic activity is known to exist throughout Southern California, there is no known faults through or near the site. A less than significant impact from rupture of an unknown fault would occur.

7a(ii) Less than Significant Impact

While there are no known faults directly within the City of Perris or the project site, there known active faults within the region that may contribute to ground shaking If a seismic event were to occur. Strong ground shaking can be expected if a moderate or severe seismic event in the region would occur. The project will be constructed to current California Building Codes (CBC), that require structures to be designed to meet or exceed seismic safety standards identified in the CBC. As a result, impacts would be less than significant.

7a(iii) Less than Significant

Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subject to strong seismic ground shaking. Liquefaction generally occurs when the underlying groundwater is 50 feet or less from the surface (City of Perris 2016b). The project site is located in City of Perris Planning Area 7 and is in an area that is generally not subject to liquefaction in the event of a regional seismic event (City of Perris 2016b). Impacts from liquefaction would be less than significant.

7a(iv) Less than Significant

Slope instability due to slope height and steepness, shear strength and orientation of weak layers in the underlying geological units and pore water pressure can contribute to slope failure or landslide (City of Perris 2016b). Steep slopes with a 30 percent or higher gradient can also become unstable and fail. The project site is not located in an area generally identified within the City of Perris planning area that could be susceptible to seismically induced landslides and rock fall. Impact from landslides would be less than significant.

7b. Less than Significant

Once operational, the site would be developed with residential dwellings, streets and supporting infrastructure. There would not be significant soil erosion impacts once construction has been completed. During construction of the project, potential short term erosional impacts to soils within the site would be minimized through compliance with standard BMPs identified in the required New Point Discharge Elimination System (NPDES) permit as well as a Stormwater Pollution Prevention Plan (SWPPP). A less than significant impact from soil erosion would occur.

7c. Less than Significant

As discussed in Sections 7a.iii and 7a,iv, liquefaction and landslides will not significantly impact the project. A less than significant impact would occur.

7d. No Impact

No expansive soils have been identified at the site (Geo Tek, Inc. 2020b) The project would not be constructed on expansive soils that would be a substantial risk to property and no impact would occur.

7e. No Impact

The project will be required to connect into the closest sewer connection managed by Eastern Municipal Water District at the intersection of West Ellis Avenue and South B Street located one mile to the northeast. The use of septic tanks will not be necessary. No impact would occur.

7f. No Impact

The project area was evaluated based on an analysis of existing paleontological data, including a geologic map review, literature search, and institutional records search (Paleo Solutions, Inc. 2021b). The technical study can be found as Appendix D. Using the analysis of existing data, the geologic unit was evaluated on

its potential for producing significant paleontological resources. Due to the very low paleontological potential of the Cretaceous-age quartz diorite that is located throughout the entirety of the Project area, further paleontological mitigation is not recommended. No impact would occur.

5.8 GREENHOUSE GAS EMISSIONS

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

References: RK Engineering Group, Inc., 2022a (Appendix A), City of Perris 2016a

Explanation of Checklist Answers

8a. Less than Significant Impact

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low-lying areas from sea level rise (R. K Engineering Group, Inc. 2021).

For GHG emissions, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact (RK Engineering Group, Inc. 2022a). While the CARB published some draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO2e (MTCO2e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The SCAQMD's most recent proposal issued in September 2012 describes the following five-tiered approach for determining GHG Significance Thresholds from various uses.

- **Tier 1 –** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2 –** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant. For projects that

are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment based on the following tiers.

- **Tier 3 –** Consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. The current staff recommendation is to use option #2 but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently used for all projects. Table 6 shows the screening levels described in option #2, which has been used previously in the City of Perris

Table 6 SCAQMD Tier 3 GHG Screening Values

Land Use	Screening Value
Industrial Projects	10,000 $MECO_2e$/yr
Residential/Commercial Projects	3,000 $MTCO_2e$/yr

yr: year

Tier 4 – includes three performance standard compliance options to demonstrate that a project is not significant for GHG emissions. SCAQMD had identified efficiency thresholds for this tier (Table 7).

- **Compliance Option 1** consists of achieving a target percentage reduction in emission compared to the business as usual (BAU) methodology. The project proponent would need to incorporate design features into the project and/or implement GHG mitigation measures to demonstrate a 30 percent reduction in GHG emissions below BAU that is consistent with the current applicable goals of AB 32 in the State of the California.

- **Compliance Option 2** consists of early compliance with AB 32 through early implementation of CARB's Scoping Plan Measures. This option is intended for projects in sectors subject to the Scoping Plan Measures.
- **Compliance Option 3** consists of establishing efficiency-based performance standards at the plan level (program-level projects such as general plans) and project level. Efficiency standards are based on the amount of GHG emissions (MTCO2e/year) per Service Population (SP). SP is defined as the sum of the residential and employment populations provided by a project.

Table 7 SCAQMD Tier 4 Efficiency Thresholds

Project Type	Efficiency Thresholds	
	Target Year 2020	Target Year 2035
Plan (Program) Level	6.6 $MTCO_2e$/yr/SP	4.1 $MTCO_2e$/yr/SP
Program Level	4.8 $MTCO_2e$/yr/SP	$MTCO_2e$/yr/SP

Tier 5 – involves implementing off-site mitigation or the purchasing of offsets to reduce GHG emissions to less than the proposed screening level. The project proponent would be required to provide offsets for the life of the project, which is defined as 30 years.

The thresholds identified above have not been adopted by the SCAQMD nor distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 $MTCO_2e$ threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. By complying with the SCAQMD GHG thresholds of significance, the project is considered to be in compliance with the applicable State GHG legislation. Other lead agencies through the SCAB have also been using these adopted and draft thresholds.

Greenhouse Gas Emissions-Construction

Greenhouse gas emissions have been estimated for on-site and off-site construction activity using CalEEMod. Table 8 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations.

Table 8 Construction Greenhouse Gas Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	On-site	Off-site	Total
Site Preparation	50.59	2.25	52.84
Grading	206.10	40.54	246.64
Building Construction	758.16	1,010.74	1,768.90
Paving	55.50	3.20	58.70
Architectural Coating	7.03	9.39	16.42
Total	1,077.38	1,066.12	2,143.50
Amortized over 30 years[2]	35.91	35.54	71.45

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon).

[2] The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project operational emissions. In doing so,

construction GHG emissions are included in the overall contribution of the project, as further discussed in the following section.

Greenhouse Gas Emissions - Operation

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in Table 9.

Table 9 Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Mobile Source	716.29
Energy Source	566.50
Area Source	47.89
Water	59.43
Waste	109.07
Construction (30-year average)	71.45
Total Annual Emissions	**1,570.63**
SCAQMD Tier 3 Screening Threshold[2]	3,500
Exceed Tier 3 Threshold?	No

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents

[2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

As shown in Table 9, the project GHG emissions are expected to be below the SCAQMD's Tier 3 threshold of 3,500 $MTCO_2e$ for residential projects. As a result, a less than significant impact would occur.

8b. Less than Significant Impact

The City of Perris has developed a Climate Action Plan (CAP) to address global climate change through the reduction of harmful greenhouse gas (GHG) emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals identified California's Global Warming Solutions Act of 2006 (Assembly Bill 32) (City of Perris 2016a). The City of Perris has developed multiple sustainable strategies to decrease carbon emissions on a local level while adapting to a changing climate. The City of Perris has adopted an individual CAP and adopted several sustainable actions aimed to reduce GHG emissions and are summarized below.

- Green Building Policy. Adopted as Resolution 4195, this policy requires sustainable development of municipal buildings and facilities.
- Urban Forestry. Zoning Code entitled "Urban Forestry" has been added to the Perris Municipal Code for planting and maintaining tress within the City.

- Alternative Fuel for the City Fleet. Twenty-five percent of the City's fleet of vehicles is powered by an alternative fuel source.
- Perris Downtown Specific Plan. In 2011, the City adopted a revised Downtown Specific Plan to encourage a mixed-use development and walkability.
- Historic Preservation and Building Reuse. The City refurbished and restored four historic buildings in the downtown area.
- Waste Recycling and Biodigester. The City promotes a variety of ways to recycle and reduce waste on construction sites. In 2011, the City partnered with CR&R to construct a Green Energy Facility with an anaerobic digester to remove 320,000 tons of household organic waste and convert it to high quality biogas that does not produce GHG emissions.

Standard building code requirements and best management practices that are consistent with the City of Perris CAP have been incorporated as design features as identified earlier in the project description. Implementing these design features will help reduce GHG emissions from construction and operation of the proposed project consistent with the City's CAP. As a result, a less than significant impact would occur.

5.9 HAZARDS/HAZARDOUS MATERIALS

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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, will the project result in a safety hazard or excessive noise for people working or residing 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?	☐	☐	☒	☐

References: Geo Tek, Inc. 2020a, Appendix F, Riverside County Airport Land Use Commission 2021, Appendix G, City of Perris 2016b, Firewise 2000, LLC 2021 Appendix H

Explanation of Checklist Answers

9a. Less than Significant Impact

The project site is vacant and undeveloped. The Phase I Environmental Site Assessment (ESA) completed for the project site noted that there was no visual indications of spills, leaks or stains observed (GeoTek 2020). No known hazardous materials were observed. During construction, hazardous materials such as fuels and oils will be used at the site. These materials will be transported to the site in Department of Transportation-approved conveyances. Hazardous materials may be transported within the site during construction. As specified in the SWPPP, spill kits will be present to manage any accidental hazardous material spills. Other BMPs will be installed as part of construction to contain accidental hazardous material releases. Once developed, residences owners will use potentially hazardous cleaning materials.

As these materials would be relatively small volumes, they are not likely to create a significant hazardous material impact to the public or environment. A less than significant impact would occur.

9b. Less than Significant Impact

During construction, there is the potential for accidental release of hazardous materials. The SWPPP will identify BMPs such as spill kits and proper storage to manage accidental hazardous materials releases. Once developed, residences are likely to use hazardous materials such as household cleaning products. As indicated earlier, use of hazardous materials during construction or by residences once the project is developed is not likely to result in creating a significant hazard to the public. A less than significant impact would occur.

9c. No Impact

The closest school to the site, Pinacate Middle School, 1990 South A Street Perris, California 92570, is more than one-half mile to the southeast. Construction equipment would be permitted, and emissions would be controlled using standard BMPs. During operation, emissions from small quantity use of hazardous materials by residences would cause a less than significant impact. No impact from hazardous materials during construction or operation of the project would cause an impact the closest school to the site.

9d. No Impact.

The Phase I ESA found no Recognizable Environmental Conditions associated with the site. The site and properties adjacent to the site have not been identified as having environmental concerns. No significant hazards associated with the site were identified in the Phase I ESA (Geo Tek 2020a). No impact would occur.

9e. Less than Significant with Mitigations Incorporated

The site is located in the Compatibility Zone E of the Perris Valley Airport Influence Area and is also within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area where residential development is not restricted (Riverside County Airport Land Use Commission 2021). The Federal Aviation Administration (FAA) determined that the based on the elevation of the site plus maximum proposed building heights would not exceed obstruction standards and would not be a hazard to air navigation (Riverside County Land Use Commission 2021). Land uses that have the potential to attract wildlife such as birds can increase the potential for Bird Aircraft Strike (BASH), The FAA recommends the use of steep-sided riprap lined narrow linearly shaped water detention basins within 5,000 to 10,000 feet of an Airport Operation Area to control potential BASH impacts to aircraft. The nearest portion of the project would be within 7,440 feet from a Perris Valley Airport runway. The project has been designed to use detention basin which could provide forage and shelter for wildlife that could cause BASH impacts and would be located within 10,000 feet to the Perris Valley Airport. The basin has been designed for a 48-hour draw down of any accumulated water and will be constructed adjacent to the site entrance road to reduce attraction to wildlife. The proposed project was determined by the Riverside County Airport Land Use Commission to be consistent with the 2010/2011 Perris Valley Airport Lad Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (Riverside County Airport Land Use Commission 2021). Potential impacts to the Perris Valley Airport or March Air Reserve Base/Inland Port Airport would be mitigated with incorporation of **Mitigation Measures HAZ-1 through Mitigation Measure HAZ-3.**

9f. Less than Significant Impact

The City of Perris participates in the Riverside County Multi-Agency Multi-Hazard Functional Plan (MFHP) that identifies requirements for emergency access and standards for emergency response. The project will be required to provide suitable site access for emergency vehicles including fire, police and paramedics in compliance with the Riverside County MFHP. A less than significant impact would occur.

9g. Less than Significant

The project is located withing a high fire hazard area (Firewise 2000, LLC 2021) (Appendix H). A Fuel Modification Plan (FMP) has been prepared for the project that assessed both the on-site and off-site wildland fire hazard risks. Both short-term and long-term modification actions to minimize projected fire hazards and risks have been identified in the FMP. The FMP provides wildlife fuel treatments for the proposed development to reduce risks from wildlife summarized as follows.

- Fuel treatment zones broken down by zones within the development;
- Construction standards that will reduce risks from wildfire;
- Infrastructure elements that will reduce risks from wildfire;
- Recommendations for a homeowner education program; and
- Mandated Covenants, Conditions and Restrictions that would include statements that identified roles and responsibilities for managing wildfire risks for the project.

With incorporation of the FMP, impacts from wildfire hazards would be reduced to a less than significant impact.

Mitigation Measures HAZ-1 through HAZ-3

Mitigation Measure HAZ-1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

Mitigation Measure HAZ-2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation
- Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

- Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Stormwater basins shall be consistent with the 2018 "Wildlife Hazard Management at Riverside County Airports" policies.
- Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT' brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
- A notice sign shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48-hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

Mitigation Measure HAZ-3. A "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

5.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:				
i) Result in substantial erosion or siltation on-or off-site;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; 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: KWC Engineers 2021a (Appendix J), Eastern Municipal Water District 2021a

Explanation of Checklist Answers

10a. Less than Significant Impact

The site has a gently sloping terrain from the northwest to the southeast. Surface drainage is to the east-southeast. During construction, BMPs identified in SWPPP prepared for the project will be used to control on-site stormwater from being discharged off site. Once the project has been developed, the onsite drainage system will consist of multiple catch basins, an underground storm drain system, and a combined water quality/stormwater detention basin. The detention basin located in the southeastern side of the site would capture and treat site-generated surface water runoff. The construction and maintenance of the detention basin would reduce potential water quality impacts to a less than significant level.

10b. Less than Significant Impact

Water is supplied to the region including the project area by Eastern Municipal Water District (EMWD). During construction, water from a metered fire hydrant will used for dust suppression and other construction-related needs. The project would increase the amount of impervious surface that would prevent stormwater from percolating into the local groundwater system. The project design includes the detention basin that specifically will capture and treat site-generated surface water and allow percolation of the treated water into the local groundwater. The project also includes landscaped green belts and the Mountain Avenue Wash area will remain a natural area. These areas will also allow surface water to percolate into the local groundwater system. Water to the project would be provided by EMWD. Half of the water used by EMWD for their service area is imported by Metropolitan Water District (Eastern Municipal Water District 2021a). EMWD uses a mixture of groundwater and imported water and has established that it can meet water demands through 2045 during normal and dry conditions (Eastern Municipal Water District 2021). The project would have a less than significant impact to groundwater supplies and groundwater recharge.

10c.

10c(i) Less than Significant Impact

During construction especially during grading operations, sediments from erosion have the potential to be generated and potentially be discharged off site. The SWPPP prepared for the project would identify BMPs and Best Available Technology Economically Achievable (BAT) measures to reduce and eliminate stormwater pollutants that may include sediments generated during construction of the project. Once the project was completed, project surface water flow would be directed to the detention pond where any sediments or pollutants would be treated. Implementation of BMPs and BAT measures would reduce potential erosion sediments impacts to a less than significant level.

10c(ii) Less than Significant Impact

The on-site detention basin has been designed to accommodate a 100-year storm flow from the site to reduce flooding to the project as well as off site. Once constructed, the detention basin would attenuate potential peak conditions associated with a 100-year storm event (KWC Engineers 2021a). A less than significant impact from flooding would occur.

10c(iii) Less than Significant Impact

As discussed in Section 10c(ii), the project will include a detention basin that would detain stormwater generated by a 100-year event that would reduce potential flooding impacts. As detailed earlier, the detention basin would also treat surface waters discharged from the project area once developed. As a result, project-generated would have a less than significant impact to the existing capacity of stormwater management facilities downstream from the project. The construction and maintenance of the detention basin would reduce potential water quality impacts to a less than significant level.

10c(iv) Less than Significant Impact

As indicated in Section 10c(ii), the on-site detention basin has been designed to accommodate a 100-year storm flow from the site to reduce flooding to the project as well as off site. Once constructed, the detention basin would attenuate potential peak conditions associated with a 100-year storm event (KWC Engineers 2021). A less than significant impact from flooding would occur.

10d. Less than Significant Impact

A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. There are no bodies of water adjacent to or in close proximity to the site that could impact the project as a result of a seiche. The project is more than 31 miles northeast of the Pacific Ocean and approximately 1,500-feet above mean sea level. Due to the distance and elevation of the site, the project would not be impacted by a tsunami. A portion of Mountain Avenue Wash is located within the site boundaries and has been identified by FEMA as a Zone X floodplain (KWC Engineers 2021a). The Zone X designation for this floodplain refers to areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. There are no Base Flood Elevations (BFEs) and/or velocities provided for Zone X floodplains. The project has been designed to avoid impacts to the portion of Mountain Avenue Wash located within the site boundaries and will be constructed outside the limits of the Mountain Avenue Wash 100-year flood plain. As a result, a less than significant impact from flooding hazards would occur.

10e. Less than Significant Impact

As discussed in earlier In Section 10, the project applicant will be required to prepare a project specific SWPP and use BMPs and BATs to control sediments and hazards that are potentially generated during construction of the project. These measures will reduce surface water quality impacts. The project will be constructed to direct surface water flow into the on-site detention basin that would capture and treat surface water runoff. The project would cause a less than significant impact to surface water or ground water quality and would not conflict with water quality control measures mandated by the state.

5.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 impact?	☐	☐	☐	☒

References: City of Perris 2013a, City of Perris 2022

Explanation of Checklist Answers

11a. No Impact

The project site is an infill site surrounded by residential development on the south, east and west sides of the project. To the north, lands are undeveloped but have been identified by the City of Perris as a residential land use and zoned R-10,000. The project would not divide an established community and no impact would occur.

11b. No Impact

The existing General Plan Land Use designation for the site is R-6,000 - Residential 6,000 (Figure 4) and zoning is R-6000 (Residential 6,000 square foot lot size) (Figure 5). The proposed zoning for the project

would be R-6000-PDO (Planned Development Overlay) that would allow for an increase in housing density of up to 10 percent of 6,000 square feet. Table 11 provides an evaluation of the project's consistency with applicable plans, policy or regulations from the City of Perris General Plan that address potential impacts from new developments. Based on that evaluation, zoning the project as R-6000-PDO the project complies with the General Plan. No impacts with City of Perris land use plans, policy or regulation would occur.

Table 10 Consistency Analysis of Relevant City of Perris General Plan Policies and the Proposed Project

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
2014-2021 Housing Element Adopted August 27, 2013			
	Policy 1.4, Locate higher density residential development in close proximity to public transportation, services and recreation.	Not Applicable (NA)	The proposed project is a single-family residential development and not a high-density residential development.
	Policy 1.5 Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	Yes	The project would assist the City of Perris in striving to obtain the objectives of the RHNA for the 2014 to 2021 planning period.
	Policy 3.4 Ensure that water and sewer providers are aware of the City's intentions for residential development throughout the city.	Yes	The Eastern Municipal Water District has provided will-serve documentation for water and wastewater treatment for the project.
	Policy 5.3 Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development.	Yes	The proposed project would be construction of new homes on lands that are currently undeveloped but are planned for residential uses.
	Policy 6.1 Comply with all adopted federal and state actions to promote energy conservation.	Yes	The project would be constructed in compliance with energy conservation measures including California Code of Regulations Title 24, part 6, California Energy Code and the CALGreen Code.
Land Use Element Adopted August 30,2016			
	Policy I.A: Promote variety in dwelling types, densities, and locations to satisfy changing demands as the community evolves and matures.	Yes	The proposed project is a 55 plus community residential development targeting mature homeowners.
	Policy II.A Require new development to pay its full fair share of infrastructure costs.	Yes	The project applicant has committed to provide developer impact fees to mitigate costs for project related public services

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
			and project related infrastructure improvements.
	Policy II.B Require new development to include school facilities or pay school impact fees where appropriate.	Yes	The project applicant will pay developer school impact fees.
	Policy V.A Restrict development in area at high risk of damage due to disasters.	Yes	The project has incorporated measures to reduce risks from natural disasters such as wildfire and earthquake.
Circulation Element-City Council Adopted June 14, 2005. City Council Amendment August 26, 2022			
	Policy I.A Design and develop 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.	Yes	The proposed project is consistent with the land use designation for the site and will include necessary improvements to McPherson Road on the western side of the project as well as project site improvements in accordance with the long-range plans for development.
	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.	Yes	The proposed project includes improvements to McPherson Road along the western side of the project site consistent with the Circulation.
	Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	Yes	The proposed project is consistent with the City of Perris General Plan land use designation. The project includes improvements to McPherson Road along the western side of the project site.
Conservation Element Adopted February 18, 2008			
	Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	Yes	The proposed project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will pay applicable fees in compliance with the City's Ordinance Number 1123 to offset incremental impacts to biological

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
			resources from project development. Appropriate mitigation measures have been identified in Section 5.4 of the Initial Study to ensure impacts to nesting birds and/or burrowing owls are reduced to a less than significant level.
	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 int the MSHCP.	Yes	The proposed project site is located within the Mead Valley Plan Area of the MSHCP. The project would not impact core habitat parcels identified in the Mead Valley Plan Area and is consistent with the MSHCP.
	Policy IV.A Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	Yes	There are no historic properties identified within the project area and appropriate mitigation has been identified in Section 5.5 of the Initial Study. These mitigation measures ensure that impacts to archeological, tribal cultural, and paleontological resources will be less than significant.
	Policy V.A Coordinate land-planning efforts with local water purveyors	Yes	While land planning is the responsibility of the City of Perris Planning Department, the project applicant has received a will-serve letter for the project from the Eastern Municipal Water District (EMWD) dated February 11, 2021. The EMWD has indicated they have sufficient supply to meet the water needs of the project.
	Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES)	Yes	The project applicant is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) to reduce impacts to water quality during construction of the project.

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
	Policy VII.A Preserve significant hillsides and rock outcroppings in the planning area.	NA	There are no identified significant hillsides and rock outcrops within the project site.
	Policy VIII.A Adopt and maintain development regulations that encourage water and resources conservation	Yes	While the administration of development regulations is the responsibility of the City, the project has incorporated best practices to encourage water conservation and resource recycling.
	Policy VIII.B Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	Yes	While administration of development regulations is the responsibility of the City, the project will comply with the CALGreen Code as well as City Municipal codes that requires diversion of 50 percent construction and demolition related debris (Chapter 7.44.050) and the preparation and submittal of a waste management plan (Chapter 7.44.060).
	Policy VIII.C Adopt and maintain development regulations which encourage increase energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbish developments (U.S. Green Council's Leadership in Energy and Environmental Design green building programs).	Yes	While administration of development regulations is the responsibility of the City, the project will comply with Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.
	Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.	NA	While designating land uses is the responsibility of the City, development of the site a residential development is consistent with the current

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
			land use designation for the site.
	Policy X.A Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.	NA	While establish density bonuses, expedited permitting and tax deduction incentives is the responsibility of the City, project will comply with Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.
	Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Yes	The project will include landscaping that will incorporate trees. and portion of the project site will be preserved as an open space natural area.
Noise Element Adopted August 30, 2016			
	Policy I.A The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use computability for new development.	Yes	A noise impact study was prepared for the proposed project and that used land use compatibility criteria specified by the State of California and City of Perris.
	Policy IV. A Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher	Yes	The noise impact study prepared for the proposed project determined that the project site is located outside the 60 dB day-night level noise contour limit to the closest airport (Perris Valley Airport).
Safety Element Revised 2021			
	Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	Yes	The project includes on-site and off-site street improvements. Project related roads have been designed to ensure adequate evacuation and emergency vehicle access to the site.
	Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	Yes	The proposed development will include supporting infrastructure and cost sharing infrastructure improvements.

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
	Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	Yes	The proposed development will have two points of access to the site.
	Policy S-4.1 Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	Yes	A portion of Mountain Avenue Wash is located within the site boundaries and has been identified by the Federal Emergency Management Agency (FEMA) as a Zone X or a 500-year floodplain. This area is part of the natural area located in the northeastern portion of the site that will remain undeveloped.
	Policy S-4.3 Require new development projects and major remodels to control stormwater runoff on site.	Yes	The project has been designed to direct surface water flow into an on-site detention basin that would capture and treat surface water runoff.
	Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	Yes	A portion of Mountain Avenue Wash identified as having a minimal risk for flooding is located within the site boundaries and will remain undeveloped as a natural area.
	Policy S-5.3 Promote new development and redevelopment in areas of the City outside the Very High Fire Severity Zone (VHFHSZ) and allow for the transfer of development rights into lower-risk areas, if feasible.	Yes	Promoting new development and redevelopment of the City outside the VHFHSZ is the responsibility of the City. The proposed project is not located in a VHFHSZ as map by the California Department of Forestry and Fire Protection's Fire and Resources Assessment Program.
	Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	Yes	The proposed development will have two points of ingress/egress associated with the site.

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
	Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	Yes	The EMWD has confirmed that it has the capability to provide water to the project that would be used as a potable water source for the residences as well as firefighting demands.
	Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base (ARB).	Yes	The project has been reviewed by the Airport Land Use Commission (ALUC) and determined to be in a zone for both MARB/AIP and Perris Valley Airport where residential development is not restricted. Mitigation measures identified in Section 5.9 reduce impacts to both MARB/IPA and Perris Valley Airport to a less than significant level.
	Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	Yes	The project has been reviewed by the Airport Land Use Commission (ALUC) and determined to be in a zone for both MARB/IPA and Perris Valley Airport where residential development is not restricted. Mitigation measures identified in Section 5.9 reduce impacts to both MARB/IPA and Perris Valley Airport to a less than significant level.
	Policy S-7.1 Require all developments to provide adequate protection from damage associated with seismic incidents.	Yes	While requiring all developments to provide adequate protection from damage associated with seismic incidents is the responsibility of the City, the project will be constructed to current California Building Codes (CBC) that require structures to be designed to meet or exceed seismic safety standards as identified in the CBC.
	Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geological	Yes	The geotechnical study of the project site was certified by a geologist and a professional

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
	hazards as part of the environmental and development review and approval process.		engineered both registered in the State of California.
Open Space Element Adopted March 14, 2006			
	Policy I.B		
	Policy III. Conserve and protect significant land forms.	Yes	While there are no identified significant hillsides and rock outcrops, a portion of the project site will be preserved as an open space natural area.
Healthy Community Element Adopted June 9, 2015			
	Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities. • Perris will ensure the construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project components will be required to prepare and implement a Construction Management Plan which will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	Yes	The Air Quality and GHG Impact Analysis that was prepared for the proposed project evaluated project construction and operational emissions to thresholds adopted by the SCAQMD. Based on SCAQMD thresholds, the project would not exceed any SCAQMD air emission thresholds during construction or the operational life of the project. The project applicant would prepare a Construction Management Plan as required by the City.
Environmental Justice Element Adopted January 25, 2022			
	Goal 3.1 Policy: Continue to ensure new development is compatible with the	Yes	The project is consistent with existing land use and zoning

General Plan Element	Policy Description	Consistency with Proposed Project?	Statement of Consistency
	surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.		designation for the site and adjacent areas to the site.
	Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	Yes	While identifying clean up and remediation of toxic sites and remediation of local toxic sites is the responsibility of the City, no toxic waste sites were identified at the project site during the Phase I Environmental Site Assessment completed for the project.
	Goal 5.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	Yes	The project development includes infrastructure for pedestrian use and bike riders that is consistent with the City's Active Transportation plan. In addition, the project applicant will provide in-lieu fees.

Figure 4 Land Use

Figure 5 Zoning

5.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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: Riverside General Plan, 2015, City of Perris 2005

Explanation of Checklist Answers

12a. No Impact

The project site is located within Mineral Resource Zone Three (MRZ3) where the presence of any significant minerals have not been determined. As adjacent areas to the site are either developed as residences or zoned for residential development, it is unlikely that mining operations on the site is feasible. As there are no known mineral resources on the site, no mineral resource impacts would occur.

12b. No Impact

The City of Perris has not identified any locally important mineral resource recovery sites within the city (City of Perris 2005). As a result, no impacts to locally important mineral resources would occur.

5.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

References: RK Engineering, Inc. 2022b, Appendix J

Explanation of Checklist Answers

13a. Less Than Significant With Mitigation Incorporated

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

Because decibels are on a logarithmic scale, sound pressure levels (SPL) cannot be added or subtracted by simple plus or minus addition. When two (2) sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

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

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

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 3 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

Construction Noise

Temporary construction noise and vibration impacts have been assessed from the project site to the surrounding adjacent land uses. The degree of construction noise will vary depending on the type of construction activity taking place and the location of the activity relative to the surrounding properties.

The City of Perris Municipal Code Section 7.34.060 specifies the following requirements for construction noise:

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

The project site is located adjacent to properties within the unincorporated County of Riverside. To ensure the project does not cause a noise violation in the County of Riverside, the County's noise standards are included in this analysis.

County of Riverside Ordinance No. 847 indicates that construction noise is exempt from the noise ordinance, provided any of the following are satisfied:

- Private construction projects located one-quarter (1/4) of a mile or more from an inhabited dwelling.
- Private construction projects located within one-quarter (1/4) of a mile from an inhabited dwelling, provided that:
    - Construction does not occur between the hours of 6:00 PM and 6:00 AM during the months of June through September; and
    - Construction does not occur between the hours of 6:00 PM and 7:00 AM during the months of October through May.

This assessment analyzes potential noise impacts during all expected phases of construction, including; site preparation, grading, building construction, paving, and architectural coating.

Noise levels have been calculated based on an average distance of equipment to the nearest adjacent property. The project's estimated construction noise levels have been calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1.

During construction, the noise level impacts to the surrounding properties are summarized in Table 11 (RK Engineering, Inc. 2022b).

Table 11 Project Construction Noise Levels

Phase	Equipment	Quantity	Equipment Noise Level at 100ft (dBA Lmax)	Combined Noise Level at 100 ft (dBA Lmax)
Site Preparation	Rubber Tired Dozers	3	75.6	81.0
	Tractors/Loaders/Backhoes	4	78.0	
Grading	Excavators	2	74.7	81.5
	Graders	1	79.0	
	Rubber Tired Dozers	1	75.6	
	Scrapers	2	77.6	
	Tractors/Loaders/Backhoes	2	78.0	
Building Construction	Cranes	1	74.5	81.0
	Forklifts	3	69.0	
	Generator Sets	1	74.6	
	Tractors/Loaders/Backhoes	3	78.0	
	Welders	1	68.0	
Paving	Pavers	2	71.2	81.0
	Paving Equipment	2	74.0	
	Tractors/Loaders/Backhoes	2	78.0	
Architectural Coating	Air Compressors	1	71.6	71.6
Worst Case Construction Phase Noise Level - Leq (dBA)				81.5
City of Perris Construction Noise Threshold (dBA Lmax)				80
Worst Case Construction Phase Nose Level (Lmax with Mitigation)/Potential significant impact (yes / no)?				76.5/No

Lmax: Maximum noise level

Noise generated during construction has the potential for significant impact. Impacts would be reduced to a less than significant level with incorporation of **Mitigation Measures NO-1 through NO-3.**

Operational Noise

On-site noise would include typical neighborhood noise, such as motor vehicle traffic, HVAC equipment and general human activities. Many project noise sources will be screened behind the proposed six-foot property line walls that will shield backyard areas of the site. Thus, most of the typical on-site outdoor residential activity and HVAC equipment would be screened from the neighboring property's line of sight. As a result, the project is not expected to generate on-site stationary noise that would adversely affect the existing ambient conditions in the vicinity of the site.

The project would also contribute additional traffic to the area which may affect roadway noise levels. Typically, a doubling of traffic volume along a roadway would result in approximately a 3 dBA increase in noise, which is typically considered the threshold of significance for causing a perceptible change. Based on the TIA, the project will not double the amount of traffic volumes on any of the roadways adjacent to the project, including Mountain Avenue or McPherson Road, either directly or cumulatively, and therefore the project may be presumed to have a less than significant impact to future roadway noise levels. Table 12 shows the project's impact to existing traffic noise levels in the vicinity of the site.

Table 12 Traffic Noise Impact Analysis (dBA CNEL)

Roadway[1]	Segment	**Existing CNEL (dBA)**	**Existing Plus Project CNEL (dBA)**	**Change in Noise Level as a Result of Project (dBA)**	**Significant Impact[2]**
Mountain Avenue	McPherson – "A" Street	56.4	57.1	0.7	No
McPherson Road	David Jones Road to Mountain Avenue	42.8	45.3	2.5	No

[1]Traffic noise impacts are based on existing traffic volume data from the Pacific Emerald 55+ Housing Traffic Impact Analysis, Albert A. Webb Associates, March 2022. See Appendix K for traffic noise calculations.

[2] A significant increase typically requires a doubling of traffic volume to result in a barely perceptible change of 3 dBA above ambient noise levels

13b. Less Than Significant Impact

During construction, groundborne vibration and groundborne noise may be generated by equipment used during earth movement and construction of the individual residences. Groundborne vibration and groundborne noise impacts during construction of the proposed project are not expected to cause any potential damage to the nearest structure (RK Engineering, Inc. 2022b). The impact of the project would. be less than significant.

13c. Less than Significant Impact

The project site is located outside the 60 DBA CNEL noise contours for both Perris Valley Airport and MARB/IPA. Noise from airport operations would not exceed the City's 60 dBA CNEL exterior noise standard for new single family residential uses. The impact of the project would be less than significant.

Mitigation Measures NO-1 through NO-3

Mitigation Measure NO-1. The project developer shall post a notification sign in a readily visible location at the project site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.

Mitigation Measure NO-2. The project developer shall ensure all contractors implement construction best management practices to reduce construction noise levels. Best management practices would include the following:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

Mitigation Measure NO-3. The project developer shall build the proposed CMU block perimeter walls during the early phases of construction to help shield adjacent homes from construction noise.

5.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: City of Perris 2005

Explanation of Checklist Answers

14a. Less than Significant Impact

The project site has been designated for residential use by the City of Perris General Plan. The existing General Plan Land Use designation for the site is R-6,000 - Residential 6,000 and the existing zoning is R-6,000 (Residential 6,000 square foot lot size). The proposed zoning for the project would be R-6000-PDO (Planned Development Overlay) that would allow for an increase in housing density of up to 10 percent of 6,000 square feet. As the project is consistent with the existing land use and zoning designations identified for the site, the population growth anticipated would not represent a substantial unplanned increase in local or regional populations and impacts would be less than significant.

14b. No Impact

The project site is currently vacant, and no structures or housing is present. As a result, the project would not displace existing housing and not require construction of replacement housing. No impact would occur.

5.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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: Firewise 2000, LLC 2021 (Appendix H), Perris Union High School District, 2022, Southern California Gas Company 2021 (Appendix L), Southern California Edison 2021 (Appendix L)

Explanation of Checklist Answers

15a. Less than Significant Impact

The City of Perris contracts with the Riverside County Fire Department (RCFD) for fire protection. RCFD Fire Station Number 9 located at 2165 Steele Peak Drive is approximately 2.7 miles and six minutes driving time from the furthest point of the project site (Firewise 2000, LLC 2021). RCFD Fire Station Number 59 located at 21510 Pinewood Street is approximately 6.7 miles and 12-minutes driving time to the furthest point of the project. The City of Perris has established a developer impact fees to mitigate costs for fire services as a result of developments. Payment of this fee would reduce potential impacts to fire services provided by the RCFD to a less than significant level.

15b. Less than Significant Level

The City of Perris contracts with Riverside County Sheriff's Department to provide police services for the city. Located at 137 North Perris Boulevard, Suite A, and is located approximately 2 miles to the northeast of the project. As identified in Section 15a, payment of developer impact fees will also mitigate costs for any additional police services and reduce impacts to a less than significant level.

15c. Less than Significant Level

As required by Government Code Section 65995, the project would be required by state law pay the required developer fee towards the cost to offset impacts from the students that would be generated by

the project. Currently the developer fee for commercial, industrial, and/or senior housing in the Perris Elementary School District is $0.2640 per square foot constructed within the district (Perris Union High School District 2022). The project applicant would be required to pay the school fee in place when building permits have been acquired for the construction of the project. Payment of the required developer fee would reduce the impact of the project to the school district to a less than significant level.

15d. No Impact

The project development includes construction of a recreation center that will include a clubhouse for events, a swimming pool and spa, covered barbeque area, a bocce ball court and a nine-hole putting green with a lounge area. The project also includes construction of an activity lawn with an exercise station and barbeque area as well as a linear parkway equipped with benches. A dog park activity lawn with picnic benches will be build adjacent to the Mountain Avenue Wash opens space located in the northeastern portion of the site. While there would not likely be an increase in demand for parks outside the development, the project applicant will be required to pay applicable fees for parks. The City of Perris uses these fees to acquire and develop new parkland by residents of the city. No impact would occur.

15e. Less than Significant Level

The project residents would increase the demand for library and other public services. The City of Perris contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Perris Branch Library located at 163 East San Jacinto Avenue. The project is subject to development impact fees]that would be used to provide new library facilities or expand existing library facilities subsequent to increased demand. Through payment of the applicable developer fees, potential impacts to library services and other government services would be a less than significant level. The nearest emergency medical service available to the project is the Riverside County University Health System Medical Center located at 26520 Cactus Avenue in Moreno Valley, which is approximately nine miles northeast of the project location. In addition, the project applicant has received notices from Southern California Edison and Southern California Gas Company that they can provide natural gas and electrical services, respectively; to the project. The project would not result in the demand for the construction of new or expanded medical facilities (Appendix L). The project would have a less than significant impact to public facilities.

5.16 RECREATION

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

Explanation of Checklist Answers

16a. No Impact

As stated in Section 15d, the project development includes construction of a number of recreational amenities. No increase in use of parks outside the development is anticipated and no impact would occur.

16b. Less than Significant Impact

The project includes development of recreational facilities that would be constructed within the project limits. Impacts to environment from development of entire site that would include the recreational amenities has been considered in this analysis. As indicated in Section 15d, the project applicant will be required to pay applicable fees for parks. The City of Perris uses these fees to acquire and develop new parkland by residents of the city and a less than significant impact to non-project related recreational facilities would occur.

5.17 TRANSPORTATION

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, 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: Albert A. Webb Associates, 2021 and 2022 (Appendix K)

Explanation of Checklist Answers

17a. Impact Verdict

The project's consistency with Perris General Plan goals and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities is analyzed in the Land Use section of this Initial Study in Table 10. As further discussed, the project would not conflict with the General Plan goals and policies. All roadway improvements proposed by the project applicant are consistent with the transportation system that is proposed for the area by the Circulation Element and would serve the project. The project will include both on-site and off-side street improvements, including half-width public roadway improvements along Mountain Avenue, McPherson Road, and David Jones Road and on-site paved surfaces as part of the project. In addition, the applicant would financially support the transportation system through Transportation Uniform Mitigation Fees (TUMF), to pay the projects fair share of the cost to maintain and improve the intersection operations within the City of Perris. A less than significant impact would occur from the project to City of Perris General Plan goals and policies addressing the city circulation system.

17b. Less Than Significant Impact

Senate Bill 743 (SB-743), codified in Public Resources Code section 21099 and signed by the Governor in 2013, directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the CEQA Guidelines in response to Section 21099 include a new section (15064.3) that specifies that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

VMT is a metric that accounts for the number of project generated vehicle trips and the distance of those trips. For development projects, the analysis of VMT is to assess whether a proposed project or plan adequately reduces total VMT. A VMT screening analysis was prepared for the project (Albert A. Webb Associates, Inc. 2021, Appendix K).

Using the WRCOG VMT online map-based application that provides parcel-level VMT based on geographic information system (GIS) mapping and the Riverside Transportation Analysis Model (RivTAm), the following was determined for the project.

- The project is not within a Transit Priority Area (TPA).
- The jurisdictional average daily residential home-based VMT per capita is 15.05. The Project Traffic Analysis Zone (TAZ) daily residential home-based VMT per capita is 14.74, which is lower than the jurisdictional average.

As a result, additional VMT modeling was determined to not be required and the project will have a less than significant impact would occur

17c. Less than Significant Impact

The project will include construction of roads to access residences. The roads will be constructed in compliance with City of Perris-issued permits and no hazards due to geometric design features would occur. Access to the residential development would not require construction of roads with hazardous geometric design that can cause traffic safety hazards, Standard vehicles would use the project roads so there would be no incompatible use such as occurs in agricultural settings where farm equipment may need to use the roads. Traffic calming features within the project in the form of narrowing of the roadway by extending the curb at intersections have been included as part of the project. These features would aid in pedestrian safety and traffic speed reduction. Therefore, a less than significant would occur.

17d. Less than Significant Impact

Construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of pedestrians, bicyclists, and vehicles through and/or around any required road closures. Any site-specific activities such as temporary construction activities that may cause temporary restricted vehicular traffic flow are finalized on a project-by-project basis by the City of Perris and are required to ensure adequate emergency access. Roadway improvements that would occur as part of the project would also improve the ability of emergency vehicles to access the project site and surrounding properties and would result in a less than significant impact.

5.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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: Paleo Solutions, Inc. 2021

Explanation of Checklist Answers

18a(i) No Impact

The cultural resources records review and field reconnaissance conducted at the project site determined that there are no historic resources within the project area. As a result, no impact to historic resources would occur.

18a(ii) Less Than Significant With Mitigation Incorporated

The City of Perris, as the lead agency, has sent requests for consultation on October 3, 2022, to the following Native American tribes.

- Agua Caliente Band of Cahuilla Indians
- Desert Cahuilla (Torres-Martinez)
- Luiseño Indians
- Morongo Band of Mission Indians
- Pechanga Band of Mission Indians
- Rincon Band of Luiseño Indians.

A request for consultation from the Pechanga Band of Mission Indians was received on October 18, 2022. The Pechanga Band of Mission have requested to be added to the distribution list for public notices and circulation of all CEQA documents associated with the project including environmental review documents, archaeological reports, development plans, conceptual grading plants if available and all other applicable documents related to the project. The tribal consultation process was concluded on November 8, 2022. No other requests for consultation have been received by the City of Perris. Implementation of **Mitigation Measures CUL-1 and CUL-2** would ensure that project specific impacts to tribal cultural resources would be less than significant.

5.19 UTILITIES AND SERVICE SYSTEMS

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 facility, the construction or relocation of which could cause significant environmental Impact?	☐	☐	☒	☐
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 statutes and regulations related to solid waste?	☐	☐	☒	☐

References: Eastern Municipal Water District, 2021b (Appendix L1)

Explanation of Checklist Answers

19a. Less than Significant Impact

Water Services: The EMWD (2021b) has indicated that they are able to provide water and services to the subject project. Connections for the project to existing potable water in proximity to the project would be completed during construction.

Wastewater Treatment: A new sewer line to serve the project will be required and is proposed to be constructed to run under Mountain Avenue to travel under "A" Street and east along the northern boundary of the Railroad Museum property located at 2201 "A" Street. The sewer line would then turn north along the western boundary of existing railroad tracks and connect to an existing sewer main located at Ellis Avenue. Preliminary plans have been provided to the City of Perris and have been approved by the City Engineer. Once established, wastewater would be treated by facilities operated by the EMWD. The EMWD has provided a will-serve documentation indicating that they can provide wastewater treatment for the project once a sewer line has been constructed. The project will not require the construction of a new wastewater facility or expansion of existing EMWD facilities.

Stormwater drainages: The project design includes construction of infrastructure to manage stormwater flow within the site. A detention pond has been designed to manage up to a 100-year storm event.

Electrical, natural gas or telecommunications: The project design includes providing electrical, natural gas and telecommunication capability to each residence. Connections for the project to existing electric, natural gas and telecommunications found in proximity to the project site would be completed during construction.

19b. Less than Significant Impact

The EMWD (2021b) has indicated that they are able to provide water and services to the proposed project. Connections for the project to existing potable water in proximity to the project site would be completed during construction. A less than significant impact would occur.

19c. Less than Significant Impact

The EMWD (2021b) has provided a will-serve letter documenting their capability to treat wastewater generated by the project. Once the sewer line is constructed for the project (see Section 19b), the EMWD will treat project-generated wastewater in compliance with applicable Regional Water Quality Control Board requirements and a less than significant impact would occur.

19d. Less than Significant Impact

CR&R Waste Services provides trash, recycling and green waste services for the City of Perris. Riverside County sponsors several hazardous waste collection events throughout the year. Solid waste generated by the project would be transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste generated by the project would be transported to either the Badlands Landfill on Ironwood Avenue in Moreno Valley, or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona. During construction, construction waste would be recycled when feasible, in compliance with the CalGreen Code. Once constructed, residential trash, recycle material and green waste would be picked up by CR&R Waste Services and represents a small percentage of the daily capacity at either landfills, and a less than significant impact to solid waste disposal needs would occur.

19e. Less than Significant Impact

During construction and operation of the project, compliance with federal, state and local statutes and regulations regarding solid waste generation and disposal will be required. CR&R Waste Services would provide its collection program for recyclables and solid waste. The project both during construction and operation would be required by the City of Perris to comply with all regulatory requirements regarding solid waste and a less than significant impact would occur.

5.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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 or runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

References: Firewise 2000, LLC 2021 Appendix H, KWC Engineers 2021b

Explanation of Checklist Answers

20a. Less than Significant Impact

As identified in Section 5.9.h., the project site is located within a high fire hazard area (Firewise 2000, LLC 2021) (Appendix H) and a Fuel Modification Plan (FMP) has been prepared for the project that assessed both the on-site and off-site wildland fire hazard risks. Both short-term and long-term modification actions to minimize projected fire hazards and risks have been identified in the FMP. The FMP provides wildlife fuel treatments for the proposed development to reduce risks from wildlife including infrastructure elements that will reduce risk from wildlife. With incorporation of the FMP, the project would not impair City of Perris emergency response plans or emergency evacuation plans and a less than significant impact would occur.

20b. Less than Significant Impact

The project area is relatively level with rocky outcrops scattered through the site. Approximately 84 percent of the site has no slope (KWC Engineers 2021b). Two percent of the topography associated with the site have slopes as much as 31 percent. Grading during construction will reduce slopes to allow construction of residential units. In addition, the project would be developed in accordance with the FMP and a less than significant impact from slope, prevailing winds or other factors that may exacerbate a wildfire would occur.

20c. Less than Significant Impact

As detailed earlier, an FMP has been prepared for the project that assessed both the on-site and off-site wildland fire hazard risks(Firewise 2000, LLC 2021). Both short-term and long-term modification actions

to minimize projected fire hazards and risks have been identified in the FMP. The FMP provides wildlife fuel treatments for the proposed development to reduce risks from wildlife summarized as follows.

- Fuel treatment zones broken down by zones within the development;
- Construction standards that will reduce risks from wildfire;
- Infrastructure elements that will reduce risks from wildfire;
- Recommendations for a homeowner education program; and
- Mandated Covenants, Conditions and Restrictions that would include statements that identified roles and responsibilities for managing wildfire risks for the project.

With incorporation of the FMP, the project will include infrastructure that will reduce risks from wildfire hazards to a less than significant impact.

20d. Less than Significant Impact

With implementation of the proposed FMP, risks from wildfire would be reduced to a less than significant level. While there are portions of the site with high slopes, once site grading occurs, these slopes would be leveled to allow construction of residences. Once constructed, the project area would not have significant relief that would expose residents to significant risks due to downslope, downstream flooding or landslides as a result of runoff, post-fire slope instability or drainage changes. A less than significant impact would occur.

5.21 MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have the potential to 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, 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) 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) Have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

References: N/A

Explanation of Checklist Answers

21a. Less than Significant Impact with Mitigation Incorporated

As discussed in Section 5.4.a, the project is located within the Western Riverside County MSHCP area. The MSHCP has identified that for APNs associated with the site, a habitat assessment would be required and should address at a minimum if potential habitat for burrowing owl (*Athene cunicularia*), a California Species of Special Concern, is present at the site. An assessment for potential burrowing owl habitat was conducted and completed on October 21, 2020 ,and is found as Appendix B. The project site was noted as moderately disturbed and vegetation was recorded as mixture of native and non-native vegetation. No sensitive species wore observed at the site. No burrowing owl or habitat to support burrowing owl was observed at the site. Construction-related ground disturbance has the potential to impact nesting birds. This potential impact will be reduced to a less than significant level with implementation of **Mitigation BIO-1**. Although no burrowing owl or habitat to support burrowing owl was observed during the reconnaissance survey, potential impacts to this sensitive raptor would be mitigated with implementation of **Mitigation BIO-2**.

21b. Less than Significant Impact with Mitigation Incorporated

Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period.

The development of the proposed project is consistent with the existing City of Perris General Plan Land Use Map and zoning policies; however, the project contributes to several cumulatively considerable impacts. Analysis conducted in this Initial Study determined that construction of the project may have significant impacts in the following areas:

- Aesthetics: Lighting from the project has the potential to serve as a new source of substantial light once the project has been constructed.
- Biological Resources: Ground clearance has the potential to impact burrowing owls and/or nesting birds which is inconsistent with the Western Riverside County MSHCP
- Cultural Resources: The project can potentially impact cultural resources as well as human remains interred outside a formal cemetery.
- Noise: The project will result in substantial increases in the ambient noise environment during construction;

No other resources analyzed in this Initial Study would cause cumulative impacts. As demonstrated by the analysis in this Initial Study, the proposed project will not result in any unavoidable significant environmental impacts and all impacts would be mitigated to less than significant levels.

The proposed project would potentially result in project-related localized aesthetic resources, biological resources, cultural resources, and noise resources impacts that could be potentially significant without mitigation. While the City of Perris is currently planning for the construction of at least one 300 plus apartment units project and at least one 240 plus single family housing project, only one other Senior Residential development is proposed. Thus, when coupled with the similar impacts related to the

implementation of other these similar type of projects throughout the City of Perris area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated. However, with the incorporation of mitigation identified herein, the proposed project's localized aesthetic resources, biological resources, cultural resources, and noise resources would be reduced to less than significant levels and would not considerably contribute to cumulative impacts in the greater project region.

Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less than significant levels. Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to levels that are less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this Initial Study, the proposed project would result in individually limited, but not cumulatively considerable, impacts

21c. Less than Significant Impact with Mitigation Incorporated

The development of the proposed project would not cause adverse impacts on humans, either directly or indirectly. The project site is not located in an area that is susceptible to seismic hazards. Implementation of mitigation measures NO-1 through NO-4 would ensure that potential impacts from noise generated during construction would be less than. significant.

SECTION 6.0 REFERENCES

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