INITIAL STUDY

FOR THE

CITY OF PERRIS
PRAIRIE VIEW MULTI-FAMILY RESIDENTIAL PROJECT

Prepared for:

City of Perris
135 N. “D” Street,
Perris, California 92570-2200

Prepared by:

Tom Dodson & Associates
2150 N Arrowhead Avenue
San Bernardino, California 92405
(909) 882-3612

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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
APE	Area of Potential Effect
AQMP	Air Quality Management Plan
BAT	Best Available Technology
Bgs	below ground surface
BMPs	Best Management Practices
BOR	Bureau of Reclamation
BRR	Biological Resources Report
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CBC	California Building Code
CCAR	California Climate Action Registry (now called Climate Action Reserve)
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Survey
CO	carbon monoxide
COC	contaminants of concern
COD	chemical oxygen demand
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DBPs	disinfection byproducts
DDW	Division of Drinking Water
DIF	Development Impact Fees
DLR	detection limit for purposes of reporting
FGC	Fish & Game Code
FRP	Fiber Reinforced Polymer
FTA	Federal Transit Association
GAC	Granular Activated Carbon
GCC	Global Climate Change
GHG	Greenhouse Gas
HCI	hydrochloric acid
HGL	hydraulic grade line
HUD	Housing and Urban Development
HWL	high-water line
IEBL	Inland Empire Brine Line
IEUA	Inland Empire Utilities Agency

IX	ion exchange
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MLC	Mineral Land Classification
MM	Mitigation Measure
MPD	Montclair Police Department
MRZ	Mineral Resources Zone
MTS	manual transit switch
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NaCl	sodium chloride
NBP	Nesting Bird Plan
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Services
NRWS	Non-Reclaimable Wastewater System
NWI	National Wetlands Inventory
OPD	Ontario Police Department
PDR	Preliminary Design Report
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategies
RWQCB	Regional Water Quality Control Board
SARI	Santa Ana Regional Interceptor
SCAB	South Coast Air Basin
SCADA	Supervising Control and Data Acquisition
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SIP	State Implementation Plan
SOC	synthetic organic compound
SWPPP	Storm Water Pollution Prevention Plan
TCP	trichloropropane
TSS	total suspended solids
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	vibration-velocity decibel
VFD	variable frequency drive
VOC	volatile organic compounds
WFA	Water Facility Authority
WoUS	Waters of the United States
WTF	Water Treatment Facility
WQMP	Water Quality Management Plan

ENVIRONMENTAL CHECKLIST

INTRODUCTION

1. Project Title: Prairie View, A Village Community Project

2. Lead Agency Name: City of Perris
   Address: 135 N. "D" Street, Perris, CA 92570-2200

3. Contact Person: Matthew Evans, Planner
   Phone Number: (951) 943-5003

4. Project Location: The project is located on the north side of Dale Street, between Wilson Avenue and Murrieta Road in the City of Perris, within Riverside County, CA. The 13.36-acre project site is located within the USGS Topo 7.5-minute Topographic map for Perris, CA, and is located in Section 29, Township 4 South and Range 3 West. The approximate GPS coordinates of the project site are 33.790920º, -117.211094º. Refer to Figures 1 and 2 for the regional and site location maps.

5. Project Sponsor Name: Ed Haddad
   Name and Address: 422 Wier Road, Front Office, San Bernardino, CA 92408

6. General Plan Designation: MFR-22 (Multi-Family 22)

7. Zoning: MFR-22

8. Project Description:

Existing Site Conditions

The proposed project site is located in the City of Perris, just north of the Interstate-215 Redlands Avenue off-ramp. More specifically, the proposed project is located in the City's Planning Area 5: Central Core, which is bounded by Perris Boulevard and Interstate 215 to the west and southwest, the city limits to the east, and segments of Rider, Placentia, and Orange Avenues to the north. Figures 1 and 2 provide a regional and local context, respectively, of the project location.

The proposed project site has been disturbed, and contains a mix of native and non-native vegetation, and compacted dirt pathways throughout. The project site is currently slightly elevated from street level, and is relatively flat. Refer to Figure 3, which depicts a street view image of the project site.

Introduction

EAC Limited Partnership proposes to develop the Prairie View Multi-Family Residential Project and the City of Perris (City) will consider entitlements to develop a 287-unit multi-family residential complex on the northeast corner of Dale Street and Wilson Avenue in the City of Perris. EAC Limited Partnership is a Real Estate Holding company whose Principal is Ed Haddad. The purpose of the project is to provide housing for singles, couples, professionals, and newcomers

to the area that are employed within a 5-mile radius of the project site. This radius includes hospitals, various medical outpatient facilities, the Perris City Hall, schools, retail, and other areas of employment. The project is considered a market rate apartment project. This Initial Study evaluates the potential effects to the environment from construction and occupation of the project.

Project Description

The approximately 13.36-acre site is located in the City of Perris, and is designated for Multi-Family use by the City of Perris General Plan. The project consists of one parcel with the following Assessor's Parcel Numbers (APN): 311-502-001. Refer to the site plan, provided as Figure 4. The entirety of the project plans are provided as Appendix 1 for reference.

The proposed site will be developed with 16 buildings as shown on the site plan provided as Figure 4, which will make up the Prairie View Multi-Family Residential Project. The site is planned to contain 16 buildings, with 6 different building types varying between 1-story for the Club House/Fitness Buildings, and 3-story for the 12 residential buildings. Ultimately, the site will ultimately contain a total of 287 dwelling units at a density of 21.48 dwelling units per acre within the 13.36-acre site.

The project would develop 170 1-bedroom units and 117 2-bedroom units. The breakdown of units, types of units, floor area per unit, and units per building is provided in the following tables.

Table 1
BUILDING TYPE 1

Unit	Units on 1st Floor	Units on 2nd Floor	Units on 3rd Floor	Units per Building	Total Units Per Unit Type
1 Bedroom	2	3	3	8	8
2 Bedroom	1	4	4	9	9
Total Units:	**3**	**7**	**7**	**17**	**85 units 5 Buildings**

Table 2
BUILDING TYPE 2

Unit	Units on 1st Floor	Units on 2nd Floor	Units on 3rd Floor	Units per Building	Total Units Per Unit Type
1 Bedroom	0	5	5	10	10
2 Bedroom	3	4	4	11	11
Total Units:	**3**	**9**	**9**	**21**	**42 units 2 Buildings**

Table 3
BUILDING TYPE 3

Unit	Units on 1st Floor	Units on 2nd Floor	Units on 3rd Floor	Units per Building	Total Units Per Unit Type
1 Bedroom	4	9	9	22	22
2 Bedroom	2	4	4	10	10
Total Units:	**6**	**13**	**13**	**32**	**160 units 5 Buildings**

The buildings will encompass 133,912 square feet (SF) or 23% of the total site area.

The proposed project would require 546.4 parking spaces to meet the City's parking requirements, which is equal to 1.9 parking spaces per unit. This includes the following requirements, shown on Table 4:

Table 4
PROJECT PARKING REQUIREMENTS

Unit	Number of Units	Required Resident Covered Parking	Uncovered Resident Required Parking	Uncovered Guest Parking	Total Project Stalls Required
1 Bedroom	170	170	85	34	289
2 Bedroom	117	117	117	23.4	257.4
Total Units:	**287**	**287**	**202**	**57.4**	**546.4**

The proposed project will provide 202 attached garage spaces, 91 carport spaces, 11 handicapped spaces, 243 open guest spaces, and 6 electric vehicle spaces, which is equal to 553 parking spaces. While this meets the number of parking spaces required by the City, the amounts per type of parking space are deficient in some areas, however this should not require a variance from the City in order for the project to be developed as proposed. The carports will encompass 17,073 SF or 2.9% of the total site area, while parking will encompass 260,935 SF or 44.8% of the total site area.

The proposed project would include concrete sidewalks throughout, a community center, a fitness building, a clubhouse lease office, a common playground, open space activity areas, a barbeque area, bike racks and other amenities. The community center roughly in the center of the site would be 22,700 SF in size, while the fitness building would be 1,171 SF in size. The clubhouse lease office complex would include a 1,017 SF club house and a 1,297 SF lease office.

This gated community project would be accessible via a new entrance along Murrieta Road, and a new gated exit only on Wilson Avenue. The site will be gated with resident access to much of the site. The gates providing entrance to the site will be motorized wrought iron gates.

The site boundary will be fenced using tubular steel and concrete block fencing. Additionally, the project includes landscaping throughout the site with landscaping coverage equal about 32.2% of the total site area.

Water, sanitation, and other public utilities are available adjacent to the project site with adequate available capacities for the proposed uses.

Construction Scenario

The anticipated construction sequence is as follows, but may be adjusted to conform to specific conditions at the time of actual construction:

1. Clear and grub, and demolish small onsite structure;
2. Preparation of subgrade;
3. Mass-grade site and road beds;
4. Installation of the storm drain systems;
5. Installation of public sewer systems;

6. Installation of public water systems;
7. Fine grade to prepare for surface improvements;
8. Installation of building foundations;
9. Install private utilities, including water quality infrastructure;
10. Install curb, gutters, sidewalks and first asphalt lift;
11. Complete construction of buildings;
12. Install landscaping; place final lift of asphalt; and
13. Install signage and striping.

Most of the preceding construction activities are self-explanatory. The buildings will be developed with a combination of wood framing, and the exterior will be stucco, similar to surrounding structures. Construction will be completed in two phases with the entirety of the horizontal improvements to be completed first. This will include grading and installation of utilities, and may also include development of internal paved roadways.

Construction is anticipated to be initiated in the 4th quarter of 2022 and the units should open for occupancy by about 15 months from the start of construction. The project site will require about 26,800 cubic yards (CY) of cut and 25,400 CY of fill, as such the project will require the removal of about 1,200 CY of soil, which will be removed from the site. It is anticipated this removal will require approximately 80 truck trips utilizing 15-yard capacity trucks. Grading will occur via mechanized grading and compaction equipment including, but not limited to the following: front end loader, excavator, loader backhoe, dump truck, forklift, skid steer, mobile crane, bulldozer, grader, roller, water wagon, asphalt compactors, telehandlers, cement trucks, various hand tools traditional to grading operations, etc. For the areas that require paving, such as the parking area, the asphalt or concrete will be delivered to the site and applied to these areas utilizing a mix of the mechanized equipment such as Pavers, Mixers, Paving Equipment, Loaders/Backhoes, and Rollers. It is anticipated that between 30 and 40 construction workers will be on site at any given time during construction, with construction truck trips requiring a maximum of about 80 miles round-trip based on the location of the project in the context of regional facilities that provide construction materials or receive excess soils (refer to the Utilities and Service Systems Subchapter, for a discussion of the location of material recycling or disposal facilities). Further construction details are discussed in the Air Quality evaluation in Appendix 1.

9. Surrounding land uses and setting: (Briefly describe the project's surroundings)

The project site is located within a residential area of the City of Perris. The proposed project is located on a vacant site situated in a developing area, with some vacant parcels surrounding the site, as well as single and multi-family residential developments.

- To the west of the site, the land use is Multi-Family Residential (MFR-14). There is a dense single-family residential housing complex located to the west.

- To the north of the site, the land use is Residential (R-6,000). The area to the north of the site is vacant; however, the site has CEQA approvals to be developed as a middle school that would be a part of the Perris Union High School District (PUHSD).

- To the east of the site, the land use is Residential (R-6,000). A portion of the land east of the project site is vacant, with Patriot Park located to the northeast of the project site along Murrieta Road; and,

- To the south of the site, the land use is Residential (R-6,000). A portion of the land south of the project site is vacant with single family residences located to south of the project at the southeast corner of Dale Street and Wilson Avenue. South of the project is another multi-family residential complex (at the southwest corner of Dale Street and Wilson Avenue), as well as a multi-field baseball park.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

With the exception of the NPDES etc., no additionally regulatory permits are anticipated. Based on an evaluation of the specific project location, the proposed project will not require any permits from other regulatory agencies to support development of the site as proposed by the Owner applications. The amount of area to be disturbed by the whole project will be greater than one acre; therefore, the developer will be required to file a Notice of Intent (NOI) for a General Construction permit to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. The NOI is filed with the State Water Resources Control Board and enforced by the Santa Ana Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan (SWPPP) must be implemented in conjunction with construction activities. No other permits or agency requirements have been identified in association with the proposed project.

Additionally, the project must comply with the Riverside County Fire Department building requirements, and any other responsible agency that may have discretionary authority over all or a portion of the project.

No other permits or agency requirements have been identified in association with the proposed project.

11. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Yes. The City has conferred with local Native American representatives. AB 52 letters were sent to the tribes on July 29, 2022, and a consultation meeting with the Pechanga Band of Mission Indians (Tribe) occurred on September 28, 2022. The Tribe requested a follow up meeting in November of 2022, but concurred with the City's standard Tribal Cultural Resource mitigation measures.

> Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	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.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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.
☐	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.

Tom Dodson & Associates — Prepared by

July 2022 — Date

Lead Agency (signature)

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

SUBSTANTIATION

a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Prairie View Project. The proposed project is located adjacent to existing development to the south and west, with a park located to the east and a vacant parcel located to the north. Beyond the immediately adjacent development, the overall project area has been developed with mostly residential uses. The project site is located within an urbanized visual setting and is bordered mostly by surrounding roadways and residential development. Furthermore, the site has been previously graded—though based on google earth imagery, the project appears to have been graded nearly 13 years ago, before which the site appeared to be plowed, and as such contains weeded vegetation as a result of site vacancy—and does not have any distinctive visual features on the property. Therefore, the development of the Prairie View Project is not expected to impact any important scenic vistas within the project area.

   A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The City of Perris General Plan Environmental Impact Report (City GPEIR) indicates that "virtually all future building construction consistent with land use and development standards set forth in the project General Plan will obstruct views to the foothills from at least some vantage points." The City GPEIR also indicates that "the east-west and north- south oriented roadway network and the streetscapes that define them will frame and preserve scenic vistas from public rights of way to the distant horizons and foothills." Given this, the proposed project would ultimately be developed within a site outside of existing roadways, and therefore would not impact scenic vistas to the surrounding mountains and hillsides. Furthermore, the proposed project would be developed on a vacant site that is surrounded by existing development in most directions, thus the development of this site would conform with the existing visual setting, and thus would not have a potential to obstruct public views to scenic vistas. Therefore, the proposed project would have a less than significant potential to have a substantial adverse effect on a scenic vista. No mitigation is required.

b. *Less Than Significant Impact* – The project site has been previously graded, but due to an absence of site development, the site contains a mix of weeds, native and non-native vegetation, and

compacted dirt pathways throughout. The site is essentially uniformly flat due to historic grading and is raised by about 3-4 feet from the adjacent Wilson Street alignment and about 1-2 feet from the adjacent Murrieta Road alignment. The site has been designated for multi-family residential use under the City's General Plan. According to the City's GPEIR, "the presence of the rocks has been noted in development project applications reviewed by the Planning Commission and has not resulted in a request for or a finding that the rocks are a significant scenic resource requiring protection." The proposed project does not contain any noteworthy rocks that would be considered of scenic value under the current City standards. Furthermore, the City GPEIR indicates that no native or mature trees that would be considered of scenic value under the current City standards exist within the City, and as no trees are located within the project site, no impacts to trees with scenic qualities would occur as a result of project implementation. No roadways within the vicinity of the project site are considered eligible for official designation as a County or State Scenic Highway. No other scenic resources are located within the project site, and as such, there are no scenic resources within the site that would be damaged as a result of development of the project. Therefore, there is a less than significant potential to damage a scenic onsite resource.

c. *Less Than Significant Impact* – The proposed Prairie View Project is located in an urbanized area. The City of Perris General Plan has designated the project site for multi-family residential use and the zoning classification is the same. The project is consistent with the MFR zoning for the site and the proposed residential development for the site is consistent with and compatible with the existing residential and public use adjacent to and in the immediate project vicinity. By developing this vacant site in accordance with City General Plan and design guidelines for multi-family uses (Perris Municipal Code (PMC) 19.28 MFR-22 Multi-family Residential), the visual character of this site will be converted to an urban visual setting consistent with surrounding single family and multi-family residences, but also consistent with the General Plan vision for the City at build-out. With the City's design elements incorporated in the project, implementation of the proposed project will be consistent with the surrounding urban setting and the potential aesthetic impacts to the site will result in a less than significant impact.

d. *Less Than Significant With Mitigation Incorporated* – The implementation of the proposed project will create new sources of light once the site has been occupied by new residences. Light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site will occur once the site is in operation. The proposed project must be developed in accordance with the PMC, which would ensure that any building or parking area lighting would not significantly impact adjacent uses. Thus, the proposed project will introduce a new source of light into the project area, but design requirements can limit the lighting impacts to the project site. The City's GPEIR indicates development of the General Plan would result in significant light and glare impacts because the City itself remained largely undeveloped at the time the EIR was certified (2008). The City's GPEIR considers compliance with Section 19.02.110 A and B, and 19.69.030.C.5.h of the City of Perris Zoning Ordinance, which requires the use of certain types of light fixtures on non-residential properties, sufficient to minimize the amount of light cast on adjoining properties, the public right-of-way, and into the night sky. As such, the project would be required to comply with Section 19.02.110 of the City of Perris Zoning Code and General Plan 2030 Policies, which would minimize potential light and glare impacts to a level of less than significant. To ensure that light or glare (particularly off of structures with glass exteriors) does not result in intrusive lighting or glare to existing structures or persons in the project area, the following mitigation measure will be implemented:

AES-1 ***Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or***

other design solutions acceptable to the City of Perris shall be implemented to eliminate glare impacts.

With the implementation of mitigation measure (MM) **AES-1**, the proposed Prairie View Project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and 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:				
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?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – According to the California Department of Conservation Important Farmland Map Finder, the project is located on land that is deemed "Other Land" (Figure II-1). The City has not designated this site nor zoned this site for agricultural use, as the General Plan and Zoning Classifications are Multi-Family Residential. This indicates that the City intends for the project site to be developed for a use that would suit this land use designation/zoning classification in which it has assigned this project site. Furthermore, the City's General Plan indicates that the loss of agricultural values within the City are outweighed by the social and economic factors making land for other uses more desirable. Therefore, given that the City does not identify the project site for agricultural use, and that no Prime Farmland, Unique Farmland or Farmland of Statewide Importance has been identified within the project site or project area, implementation of the proposed project and conversion of the project site to the proposed multi-family residential uses will not pose any significant adverse impact to agricultural resources or values. No adverse impacts are anticipated and no mitigation is required.

b. *No Impact* - Implementation of the proposed project will not conflict with existing zoning for agricultural use, or a Williamson Act contract because the proposed project site General Plan and Zoning Classifications are Multi-Family Residential. Based on this information, the proposed project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. No adverse impacts are anticipated and no mitigation is required.

c. *No Impact* – The project site is not located within forest land, timberland or timberland zoned for Timberland Production. Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No adverse impacts are anticipated and no mitigation is required.

d. *No Impact* – The project site is not located within forest land and has no commercial forest trees on the property; therefore, the project will not result in the loss of forest land or conversion of forest land to non-forest production use. No adverse impacts are anticipated and no mitigation is required.

e. *No Impact* – Please refer to the discussion under issue II(a), above. No agricultural activities have been practiced on the site in recent history. The City has designated and zoned the site for Multi-Family Residential use, which does not permit agricultural uses to be carried out. The uses in the immediate vicinity surrounding the proposed project do not currently support agricultural activities. Ultimately, the development of this site as the Prairie View Project would not involve other changes that would result in off-site agricultural land converting to a non-agricultural use. Furthermore, there is no forest land in the City of Perris that would be impacted by the development of the proposed project. Therefore, the proposed project would have a less than significant potential to 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
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?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study "Air Quality and GHG Impact Analyses Prairie View Village Residential Project Perris, California" prepared by Giroux & Associates dated February 4, 2022, and provided as Appendix 2 to this document.

Background

Climate

The climate of the Perris area, technically called an interior valley sub-climate of Southern California's semi-arid climate, is characterized by warm summers, mild winters, infrequent rainfall, moderate afternoon breezes, and generally fair weather. The clouds and the fog that form along the region's coastline rarely extend as far inland as the San Jacinto Valley, and if they do, they usually burn off quickly after sunrise. The most important weather pattern is associated with the warm season airflow across populated areas of the Los Angeles Basin that brings polluted air into western Riverside County late in the afternoon. This transport pattern creates unhealthful air quality when the fringes of this "urban smog cloud" extend to the project site during the summer months.

Temperatures in the Perris area average a very comfortable 65ºF year-round, with warm summer afternoons (95+ degrees) and often cool winter mornings (35 degrees). Rainfall in the project area can vary considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April with summers often completely dry. Rainfall in the area averages 12.5 inches per year, but varies markedly from one year to the next.

Air Quality Standards

Existing air quality is measured at established South Coast Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

Table III-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter (PM2.5)[9]	24 Hour	–	–	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead 8[12,13]	30-Day Average	1.5 µg/m^3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No Federal Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above 150 $\mu g/m^3$, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9 On December 14, 2012, the national PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primarily and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $j.tg/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Sources and health effects of various pollutants are shown in Table III-2.

Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter.	• Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions.	• Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.	• Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	• Contaminated soil.	• Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	• Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions.	• Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	• Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.	• Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes.	• Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

There are no baseline air quality data available directly from the proposed project site. Long-term air quality monitoring for ozone, nitrogen oxides, and 10-micron diameter particulate matter (PM-10) is carried out by the SCAQMD at Perris, but the closest data resource for some gaseous and/or particulate species is in Riverside. Table III-3 summarizes the last four years of monitoring data from a composite of available data resources.

a. Photochemical smog (ozone) levels occasionally exceed standards. The 8-hour state ozone standard has been exceeded 20 percent of all days, the 1-hour state standard has been exceeded 8 percent of all days. The 8-hour federal standard has been exceeded 13 percent of all days in the past four years. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.
b. Carbon monoxide measurements at the Riverside Rubidoux station fluctuate but the maximum 8-hour CO levels at the closest air monitoring station are less than the 25 percent of their most stringent standards because of continued vehicular improvements. These data suggest that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse air quality effects would be expected.
c. Respirable dust (PM-10) levels exceed the state standard on approximately 12 percent of measurement days, but the less stringent federal PM-10 standard has not been violated once for the same period. Particulate levels have traditionally been high in Riverside County because of agricultural activities, dry soil conditions and upwind industrial development.
d. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Slightly more than one percent of all days exceeded the current national 24-hour standard of 35 $\mu g/m^3$ from 2017-2020. However, both the frequency of violations of particulate standards, as well as high percentage of PM-2.5, are air quality concerns in the project area.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

Table III-3
AIR QUALITY MONITORING SUMMARY (2015-2018)
(NUMBER OF DAYS STANDARDS WERE EXCEEDED, AND MAXIMUM LEVELS DURING SUCH VIOLATIONS)
(ENTRIES SHOWN AS RATIOS = SAMPLES EXCEEDING STANDARD/SAMPLES TAKEN)

Pollutant/Standard	2017	2018	2019	2020
Ozone				
1-Hour > 0.09 ppm (S)	33	31	26	34
8-Hour > 0.07 ppm (S)	80	67	64	74
8- Hour > 0.075 ppm (F)	52	47	38	48
Max. 1-Hour Conc. (ppm)	0.120	0.117	0.118	0.125
Max. 8-Hour Conc. (ppm)	0.105	0.103	0.095	0.106
Carbon Monoxide				
1-Hour > 20. ppm (S)	0	0	0	0
8-Hour > 9. ppm (S, F)	0	0	0	0
Max 8-Hour Conc. (ppm)	1.7	2.0	1.2	1.4
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.063	0.055	0.056	0.066

Pollutant/Standard	2017	2018	2019	2020
Inhalable Particulates (PM-10)				
24-Hour > 50 μg/m^3 (S)	11/59	3/60	4/61	6/37
24-Hour > 150 μg/m^3 (F)	0/59	0/60	0/61	0/37
Max. 24-Hr. Conc. (μg/m^3)	75.	64.	97.	77.
Ultra-Fine Particulates (PM-2.5)				
24-Hour > 35 μg/m^3 (F)	6/353	2/354	4/352	4/357
Max. 24-Hr. Conc. (μg/m^3)	50.3	64.8	46.7	41.

S=State Standard; F=Federal Standard
Source: Perris Air Monitoring Station- Ozone and PM-10 and Rubidoux Air Monitoring Station – Carbon Monoxide, Nitrogen Dioxide and PM-2.5

Air Quality Planning

The United State Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O3, CO, NOx, SO2, PM10, PM2.5, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resources Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because Projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

In other air quality attainment plan reviews, EPA had disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA stated that the current attainment plan relied on PM-2.5 control regulations

that had not yet been approved or implemented. It was expected that a number of rules that were pending approval would remove the identified deficiencies. If these issues were not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the current California State Implementation Plan (SIP) was expected to remedy identified PM-2.5 planning deficiencies.

The Federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the current SIP for the basin contain a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated 2016 AQMP was adopted by the SCAQMD Board in March 2017. The 2016 AQMD demonstrated the emissions reductions shown in Table III-4 compared to the 2012 AQMP.

Table III-4
COMPARISON OF EMISSIONS BY MAJOR SOURCE CATEGORY FROM 2012 AQMP

Pollutant	Stationary Sources	Mobile Sources
VOC	-12%	-3%
NOx	-13%	-1%
SOx	-34%	-23%
PM2.5	-9%	-7%

*source 2016 AQMP

SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin (SCAB)and Coachella Valley which will focus on attaining the 70 ppb 8-hour ozone National Ambient Air Quality Standard (NAAQS) by 2037. On-road vehicles and off-road mobile sources represent the largest categories of NOx emissions. Accomplishment of attainment goals requires an approximate 70% reduction in NOx emissions. Large scale transition to zero emission technologies is a key strategy. To this end, Governor Executive Order N-79-20 requires 100 percent EV sales by 2035 for automobiles and short haul drayage trucks. A full transition to EV buses and heavy-duty long-haul trucks is required by 2045.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential development projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

Impact Thresholds

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A project would have a potentially significant impact if it:

a. Conflicts with or obstructs implementation of the applicable air quality plan.
b. Results in a cumulatively considerable net increase of any criteria pollutants 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).
c. Exposes sensitive receptors to substantial pollutant concentrations.
d. Creates objectionable odors affecting a substantial number of people.

Primary Pollutants
Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the SCAB for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

Secondary Pollutants
Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

Table III-5
DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators
In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation

- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

Impact Analysis

a. *Less Than Significant Impact* – The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential development projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has therefore been analyzed on a project-specific basis.

The City requires compliance with the Development Code for projects such as this, and the Developer would meet these standards, specifically those pertaining to MFR-22 designated development. Additionally, the proposed project would otherwise be consistent with the City's General Plan and Zoning Code, because the improvements would be developed within a site designated for MFR-22, to which a multi-family residential development such as that which is proposed by this project would conform. The proposed project is forecast to be consistent with regional planning forecasts maintained by the Southern California Association of Government (SCAG) regional plans, particularly given that the proposed project would install housing consistent with the recent SCAG Regional Housing Needs Assessment Final Allocation Plan approved on 3/22/21, modified 7/1/21.[1] Air quality impact significance for the proposed project has been analyzed on a project-specific basis. As the analysis of project-related emissions provided below in issues III(b) and III(c) indicate, the proposed project would not cause or be exposed to significant air pollution, and is, therefore, consistent with the applicable air quality plan. No mitigation is required.

b. *Less Than Significant Impact With Mitigation Incorporated* – Air pollution emissions associated with the proposed project would occur over both a short- and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading, and exhaust emission) at the proposed project site. Long-term emissions generated by future occupation of the proposed project primarily include energy consumption generated by the multi-family residential development.

Construction Emissions
CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The project entails construction of 287 living units on a 13.4-acre site. The building footprint is 133,000 sf and the paved surfaces footprint is almost 261,000 sf. A 22,700-sf community building is also modeled. Emissions were modeled using the default CalEEMod (version 2020.4.0) schedule and equipment for the indicated land uses. The schedule and equipment modeled is shown in Table III-6. Construction is anticipated to start at the end of 2022 with completion in 2024.

[1] https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899
According to SCAG, "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs."; The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

Table III-6
CONSTRUCTION ACTIVITY EQUIPMENT FLEET

Phase Name and Duration	Equipment
Grading (30 days) 1,200 CY export	1 Grader
	2 Scrapers
	2 Excavators
	1 Dozer
	2 Loader/Backhoes
Construction (300 days)	1 Crane
	3 Loader/Backhoes
	1 Welder
	1 Generator Set
	3 Forklifts
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers
Painting (20 days)	1 Air Compressor

Utilizing this indicated equipment fleet and durations shown in Table III-6 the following worst case daily construction emissions are calculated by CalEEMod and are listed in Table III-7.

Table III-7
CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)

Maximal Construction Emissions*	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2022	3.7	39.6	30.5	0.1	5.5	3.0
2023	2.9	17.6	29.2	0.1	4.9	1.8
2024	56.4	9.6	15.1	0.0	0.8	0.5
SCAQMD Thresholds	75	100	550	150	150	55

*with mandatory compliance with SCAQMD Rule 403

Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds with required compliance with SCAQMD Rule 403 for fugitive dust which requires watering of dust at least three times a day during grading activities. However, construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through an enhanced dust control mitigation measure is recommended for use because of the non-attainment status of the air basin.

AQ-1 ***Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation during construction:***

- ***Apply soil stabilizers to inactive areas.***
- ***Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.***
- ***Stabilize previously disturbed areas if subsequent construction is delayed.***
- ***Apply water to disturbed surfaces and haul roads 3 times/day.***
- ***Replace ground cover in disturbed areas quickly.***

- ***Reduce speeds on unpaved roads to less than 15 mph.***
- ***Trenches shall be left exposed for as short a time as possible.***
- ***Identify proper compaction for backfilled soils in construction specifications.***

This measure shall be implemented during construction, and shall be included in the construction contract as a contract specification.

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of a reasonably available exhaust emission control mitigation measure for diesel exhaust is recommended.

AQ-2 ***<u>Exhaust Emissions Control</u>. The following measures shall be incorporated into Project plans and specifications for implementation:***

- ***Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.***
- ***Contactors shall utilize Tier 4 or better heavy equipment.***
- ***Enforce 5-minute idling limits for both on-road trucks and off-road equipment.***

With implementation of mitigation measures (MMs) **AQ-1** and **AQ-2**, any impacts related to construction emissions are considered less than significant.

Operational/Occupancy Emissions
The project is expected to generate 1,303 daily trips using trip generation numbers provided in the project traffic report. Operational emissions were calculated using CalEEMod (version 2020.4.0) for an assumed full occupancy year of 2024. The operational impacts are shown in Table III-8. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

Table III-8
PROPOSED USES DAILY OPERATIONAL IMPACTS (2023)

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO_2	PM-10	PM-2.5
Area	4.7	4.6	25.5	0.0	0.5	0.5
Energy	0.1	1.2	0.6	0.0	0.1	0.1
Mobile	4.2	5.6	41.8	0.1	9.5	2.6
Total	**9.1**	**11.4**	**67.9**	**0.1**	**10.1**	**3.2**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix
Assumes natural gas hearth (no wood burning fireplaces)

Conclusion
With the incorporation of MMs **AQ-1** and **AQ-2**, the development of the proposed project would have a less than significant potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c. *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility. An LST analysis for operational emissions can also be performed.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50-, 100-, 200- and 500-meter source-receptor distances. For this project, there are several adjacent residential uses such that the most conservative 25-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites. LSTs are based on the ambient concentrations of that pollutant and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether dispersion modeling may be required. For this project based on methodology established by the SCAQMD for the use of CalEEMod construction emissions to LST thresholds, a daily construction area of 3.0 acres was used[2] in this analysis, derived with interpolation of the available tables.

The following thresholds and emissions in Table III-9 are therefore determined (pounds per day):

Table III-9
LST AND PROJECT EMISSIONS (POUNDS/DAY)

Perris Valley Construction Thresholds	CO	NOx	PM-10	PM-2.5
LST Threshold	1,061	203	9	5
Max On-Site Emissions				
2022	30	40	6	3
2023	29	18	5	2
2024	15	10	1	1

Perris Valley Operational Thresholds	CO	NOx	PM-10	PM-2.5
LST Threshold	1,577	270	4	2
Max On-Site Emissions*	26	6	<1	<1

*only on-site emissions, excludes mobile source

[2] http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2 Fact Sheet for Applying CalEEMod to Localized Significance Thresholds

If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. LSTs were compared to the maximum daily construction activities and maximum daily operational activities. As seen in Table III-9, even if all activities were performed simultaneously, emissions meet the LST for construction thresholds. LST impacts are less than significant.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure. No analysis was required for the proposed project.

Given that the proposed project does not exceed LST thresholds, the development of the proposed project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations. No mitigation is required.

d. *Less Than Significant Impact* – The potential for the project to generate objectionable odors has also been considered in relation to development of the proposed multi-family residential project. Land uses generally associated with odor complaints include: Agricultural uses (livestock and farming); Wastewater treatment plants; Food processing plants; Chemical plants; Composting operations; Refineries; Landfills; Dairies; and, Fiberglass molding facilities. The project is a residential development and does not contain land uses typically associated with emitting objectionable odors. Operationally the project use is residential development which does not typically create objectionable odors (as may be generated by manufacturing, industrial, or sewage treatment processes).

The project could generate odors during construction. These odors are temporary and intermittent in nature and would consist of diesel exhaust that is typical of most construction sites. The project would comply with SCAQMD Rule 402, which prohibits the discharge of air contaminants or other materials that could cause injury, detriment, nuisance, or annoyance to a considerable number of people, causes damage to property, or endangers the health and safety of the public. Compliance with Rule 402 would keep objectionable odors to a less than significant level. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is a requirement that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Perris solid waste regulations. Therefore, odors associated with the proposed project construction and operations would be less than significant and no mitigation is required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

SUBSTANTIATION: A biological resources assessment (BRA), Jurisdictional Delineation (JD), and multiple-species habitat conservation plan (MSHCP) consistency analysis has been prepared for the Prairie View Multi-Family Residential Project titled “Biological Resources Assessment, Jurisdictional Delineation and MSHCP Consistency Analysis” prepared by Jacobs Engineering Group, Inc. dated July 2022 (Appendix 3). The following summary information has been abstracted from this report.

Summary of Findings

Introduction
The purpose of the BRA is to address potential effects of the project to designated Critical Habitats and/or any species currently listed or formally proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA) or species designated as sensitive by the California Department of Fish and Wildlife (CDFW [formerly California Department of Fish and Game]) and/or the California Native Plant Society (CNPS). As part of the BRA, the project site was also assessed to determine the extent (if any) of State and federal jurisdictional waters (i.e. Waters of the U.S. and Waters of the State) within the project area potentially subject to regulation by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and Porter Cologne Water Quality Control Act, and CDFW under Section 1602 of the California Fish and Game Code (FGC), respectively. In addition to the

BRA, Jacobs prepared a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, which is included in the scope of this report. As part of the City of Perris's approval process, a Western Riverside County MSCHP compliance report is required. Another purpose of the BRA is to assess whether the proposed project is consistent with the conditions and provisions identified in the MSCHP.

Environmental Setting
The project area is situated in the Perris Valley, between the Santa Ana Mountains to the west/southwest and the San Jacinto Mountains the east/northeast. The topography of the project area consists of flat urban landscape, comprised of vacant land and surrounding residential and commercial development. The elevation of the Project site is approximately 1,400 feet above mean sea level (amsl).

Hydrologically, the project area is situated within the Perris Hydrologic Sub-Area (HSA 802.11). The Perris HSA comprises a 106,456-acre drainage area, within the larger San Jacinto Valley Watershed (HUC 18070202). The San Jacinto River is the major hydrogeomorphic feature within the San Jacinto Watershed.

Soils within the Project site is comprised of Domino silt loam and Domino fine sandy loam both strongly saline-alkali 2 to 5 percent slopes (eroded). Domino silt loam soils consist of silt loam, cemented, and loam/sandy loam horizons comprised of alluvium derived from granite. This soil is moderately well-drained, with a high runoff class and does not have a hydric soil rating. This soil type can also be considered farmland of statewide importance.

The City of Perris consists a mix of urban landscapes and isolated patches of undeveloped, grassland, and coastal sage scrub habitats. The Project site is entirely within an urban landscape that no longer supports any native habitat and consists of a cleared/graded vacant lot surrounded by urban landscape consisting of flood control facilities and residential development to the north and west, residential and park development to the east, and a school facility to the north.

Conclusion

A reconnaissance level BRA survey of the Project site was conducted by Jacobs in May of 2022 to identify potential habitat for special status wildlife within the project area. No sensitive species were observed within the project area during the reconnaissance-level field survey and due to the environmental conditions on site, none are expected to occur. The Project site is completely disturbed and no longer supports any native habitat (see Site Photos in the BRA). The Project site consists of cleared/graded vacant lot surrounded by urban landscape consisting of flood control facilities and residential development to the north and west, residential and commercial development to the east, and a church facility to the south (Figure 3). Existing disturbances within the Project site include periodic disking, previous dumping of rock and dirt material, and litter. Due to the environmental conditions on site and the adjacent disturbances, the Project site is likely not suitable to support any of the listed species that have been documented in the project vicinity (within approximately 3 miles). Furthermore, the Project site does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species, and the project will not result in any loss or adverse modification of Critical Habitat.

Burrowing Owl
A burrowing owl (BUOW) habitat suitability assessment was conducted by Jacobs in May of 2022 that included 100 percent visual coverage of any potentially suitable BUOW habitat within and adjacent the project site. The result of the survey was that no evidence of BUOW was found in the survey area and most of the project site is not suitable to support this species. No BUOW individuals or sign including castings, feathers or whitewash were observed and BUOW are considered absent from the project area at the time of survey. Although the project is not likely to adversely affect this species, there is still a low potential for the project site to become occupied by BUOW between the time the survey was conducted and the commencement of project-related site disturbance. Therefore, the following precautionary avoidance measures are recommended to ensure the project does not result in any impacts to BUOW:

Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of project-related ground disturbance to verify that BUOW remain absent from the project area.

The BUOW is a state and federal species of special concern (SSC) and is also protected under the Migratory Bird Treaty Act (MBTA) and by state law under the California FGC (FGC #3513 & #3503.5). In general, impacts to BUOW can be avoided by avoiding occupied burrows and conducting work outside of their nesting season (peak BUOW breeding season is identified as April 15th to August 15th). However, if all work cannot be conducted outside of nesting season and occupied burrows cannot be avoided, a project specific BUOW protection and/or passive relocation plan can be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. Regardless of survey results and conclusions given herein, BUOW are protected by applicable state and federal laws. As such, if a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) should cease immediately and regulatory agencies should be contacted to determine appropriate management actions. Importantly, nothing given in this report is intended to authorize any form of disturbance to BUOW. Such authorization must come from the appropriate regulatory agencies, including CDFW and/or United States Fish and Wildlife Service (USFWS).

Nesting Birds
The habitat within the project area is suitable to support nesting birds. Most native bird species are protected from unlawful take by the MBTA. In December 2017, the Department of the Interior (DOI) issued a memorandum concluding that the MBTA's prohibitions on take apply "[...] only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs." Then in April 2018, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA. The State of California provides additional protection for native bird species and their nests in the FGC.

In general, impacts to all bird species (common and special status) can be avoided by conducting work outside of the nesting season, which is generally February 1st through August 31st. However, if all work cannot be conducted outside of nesting season, mitigation is required (**BIO-3**) below.

Jurisdictional Waters
In addition to the BRA and focused botanical field survey, Jacobs also assessed the project site for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetland or non-wetland waters of the United States (WOTUS) or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the California FGC, respectively. Therefore, the project will not impact any jurisdictional waters and no state or federal jurisdictional waters permitting will be required.

MSHCP Consistency Analysis
The project is consistent with the MSHCP policies found in Sections 3 and 6 of the MSHCP, which include Riparian/Riverine Areas/Vernal Pools, Narrow Endemic Plant Species, Criteria Area Species, Urban/Wildlands Interface, and Surveys for Special Status Species (BUOW). The project site is within the Western Riverside County MSHCP boundary but is not within or adjacent to any MSHCP Criteria Cells or Cell Groups. Therefore, implementation of the MSHCP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface is not required. The project proponent should be prepared to pay the MSHCP fees and restrict all project related impacts to existing right-of-way and/or other areas outside of Conserved Lands. No conservation or avoidance measures are expected, and development of the project site would be consistent with the Sun City/Menifee Area Plan conservation criteria and overall conservation goals and objectives set forth in the MSHCP.

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* – As discussed above, no special status wildlife species, including any state and/or federally listed threatened or endangered species, were observed or otherwise detected within the project area during the reconnaissance-level assessment survey. Of the 35 sensitive species documented within the within the Perris quad, nine are state and/or federally listed as threatened or endangered species. However, the Project site consists entirely of disturbed, vacant lot surrounded by urban landscape, and the habitat requirements for these listed species are absent from the project area. Burrowing Owl Surveys and Narrow Endemic Plants Species surveys are required within the project site under the MSHCP. The result of the floristic botanical field survey was that no MSHCP Criteria Area Species, Narrow Endemic Plant Species, or other special status plant species were found within the project site. The project proponent would pay the MSHCP fees and restrict all project related impacts to existing right-of-way and/or other areas outside of Conserved Lands. No conservation or avoidance measures are expected, and development of the project would be consistent with the Sun City/Menifee Area Plan conservation criteria and overall conservation goals and objectives set forth in the MSHCP.

The result of the survey was that no evidence of BUOW was found in the survey area and much of the Project site is not suitable to support this species. BUOW prefer short or sparse vegetation and the undisked portion of the project site consists mostly of dense ruderal vegetation, with a shrub cover > 90 percent. No BUOW individuals or sign including castings, feathers or whitewash were observed within the project site during the habitat assessment survey. Furthermore, no burrow surrogates or appropriately sized fossorial mammal dens were observed within the project site. Therefore, BUOW are considered absent from the project area at the time of survey and the project is not likely to adversely affect this species. Although the project is not likely to adversely affect this species, there is still a low potential for the project site to become occupied by BUOW between the time the survey was conducted and the commencement of project-related site disturbance. Therefore, the following avoidance measures shall be implemented to ensure the project does not result in any impacts to BUOW:

BIO-1 Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of project-related ground disturbance to verify that BUOW remain absent from the project area.

The BUOW is a state and federal SSC and is also protected under the MBTA and by state law under the California FGC (FGC #3513 & #3503.5). In general, impacts to BUOW can be avoided by avoiding occupied burrows and conducting work outside of their nesting season (peak BUOW breeding season is identified as April 15th to August 15th). However, if all work cannot be conducted outside of nesting season and occupied burrows cannot be avoided, the following measure shall be required:

BIO-2 If burrowing owl are discovered within the project footprint, a project specific BUOW protection and/or passive relocation plan shall be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) shall cease immediately and regulatory agencies shall be contacted to determine appropriate management actions.

This is a contingency mitigation measure since the site does not contain any evidence of burrowing owls at present. This measure will ensure that any burrowing owl that may come to inhabit the site between the date of the BRA survey and the start of construction. Given that no other State- and/or federally-listed threatened or endangered species, or other sensitive species are anticipated to occur within the project site based on the results of the BRA, the proposed project would have a less than significant potential to have a substantial adverse effect on any species identified as a candidate,

sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS with implementation of mitigation measures (MMs) **BIO-1** and **BIO-2**.

b. *Less Than Significant Impact* –The approximately 13.36 acre site is located in the City of Perris. The project site is entirely undeveloped and surrounded by urban landscape surrounded by urban landscape consisting of flood control facilities and residential development to the north and west, residential and park development to the east, and a school facility to the north. The project site does not contain any sensitive habitats, including any USFWS designated Critical Habitat for any federally listed species. The nearest Critical Habitat unit is approximately 1 mile to the east of the project site for Spreading navarretia (*Navarretia fossalis*) and Thread-leaved brodiaea (*Brodiaea filifolia*); and 3 miles south of the project site. This Critical Habitat unit is part of the Western Riverside County MSHCP unit (Unit 10) of USFWS designated Critical Habitat for the federally listed as threatened coastal California gnatcatcher (*Polioptila californica californica*). However, no portion of the project site is within or adjacent this Critical Habitat unit, or any other Critical Habitat. According to the CNDDB, the nearest sensitive habitat is Southern Cottonwood Willow Riparian Forest located approximately 2.6 miles southeast of the Project site. Therefore, the project will not result in any loss or adverse modification of USFWS designated Critical Habitat, or any other special status habitats. Based on the field survey conducted by Jacobs, and the information contained in Appendix 3, the proposed project has no potential to impact riparian habitat or other sensitive communities as there are none on the project site. No mitigation is required.

c. *No Impact* – Jacobs assessed the project site for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetlands within the project site. Within the project site, there are no wetland or non-wetland WOTUS or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the California FGC, respectively. Therefore, the project will not impact any jurisdictional waters and no state or federal jurisdictional waters permitting will be required, and ultimately, the project would have no potential to have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No mitigation is required.

d. *Less Than Significant With Mitigation Incorporated* – As indicated previously, the site and environs are located adjacent to some vacant land that is surrounded by urban development. Given the results of the BRA, the proposed project does not appear to support wildlife movement. The proposed project is bound by Wilson Avenue and Murrieta Road to the west and east respectively, which would minimize wildlife movement in the project area. When development proceeds, the project site could contain nesting birds, which could be adversely impacted. Most native bird species are protected from unlawful take by the MBTA. However, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA. The State of California provides additional protection for native bird species and their nests in the FGC. Given that suitable habitat for nesting birds has been identified within the project site, the following mitigation measure is required to minimize impacts thereof to a less than significant level:

BIO-3 ***The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the State identified nesting season (typically February 1 through September 1). Alternatively, nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird***

surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

e. *Less Than Significant Impact* – The project site is completely disturbed and no longer supports any native habitat. Dense vegetation cover within the undisked portion of the Project site is dominated by non-native, invasive species, consisting primarily of tocalote (*Centaurea melitensi*s), short podded mustard (*Hirschfeldia incana*), and brome grasses (*Bromus spp*.). Development of the proposed project would have a less than significant potential to conflict with any local policies or ordinances protecting biological resources as no local policies or ordinances would apply to the development of this site. Impacts to biological resources have been addressed above under issues IV(a-d). Therefore, the potential for the project to conflict with local policies or ordinances pertaining to biological resources would be considered less than significant.

f. *Less Than Significant With Mitigation Incorporated* – The project site is located within the Western Riverside County MSHCP, Sun City/Menifee Area Plan. Per the Western Riverside County Regional Conservation Authority's online MSHCP Information Tool query, the San Jacinto Habitat Management Unit (HMU), but is not mapped within or adjacent a Criteria Cell or Cell Group, and is therefore not targeted for conservation. Furthermore, the project site is not mapped within any required survey areas for amphibians, mammals, invertebrates, or other Criteria Area Species. However, Burrowing Owl Surveys and Narrow Endemic Plants Species surveys are required within the Project site. Therefore, in addition to the BRA survey, a BUOW habitat suitability assessment survey and floristic botanical field survey were conducted for the in accordance with the MSHCP requirements.

The Applicant will be required to pay the MSHCP fees and shall be required to implement MMs **BIO-1** and **BIO-2** to protect BUOW through a preconstruction survey 3 days prior to commencement of construction. No other conservation or avoidance measures are expected, and the project as described, is consistent with the conservation criteria and overall conservation goals and objectives set forth in the MSHCP. Therefore, with implementation of MMs **BIO-1** and **BIO-2**, the proposed project will not have any adverse impact or conflict with the MSHCP. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect titled "Cultural Resources Survey Report: Prairie View Multi-Family Residential Project, Assessor's Parcel Number 311-502-001, City of Perris, Riverside County, California" prepared by CRM TECH dated July 12, 2022 (Appendix 4). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Summary of Findings

Between May and July 2022, CRM TECH performed a cultural resources study on approximately 13.4 acres of vacant land in the City of Perris, Riverside County, California. The purpose of the Cultural Resources Survey Report is to provide the City of Perris with the necessary information and analysis to determine whether the project would cause substantial adverse changes to any "historical resources," as defined by CEQA, that may exist in or around the project area. In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, historical background research, consultation with pertinent Native American representatives, and an intensive-level field survey of the project area. The State of California Native American Heritage Commission stated that the Sacred Lands File maintained by the commission indicated the presence of unspecified Native American cultural resource(s) in the project vicinity and referred further inquiry to the Pechanga Band of Luiseño Indians. In response to the inquiry, the Pechanga Band identified the locations of two Traditional Cultural Properties in the surrounding area but not within the project boundaries.

Based on these findings, CRM TECH recommends a tentative conclusion of No Impact on cultural resources, pending completion of the AB 52 consultation process. No additional cultural resources investigation is recommended for the project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are discovered during earth-moving operations associated with the project, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the find.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Within the scope of the records search, South Central Coastal Information Center (SCCIC) records identified small portions of the project area may have been covered by three previous studies completed between 2004 and 2015, but the property as a whole had not been surveyed

systematically for cultural resources prior to this study. No cultural resources were previously recorded within or adjacent to the project boundaries. Inside the one-mile scope of the records search, EIC records identify a total of 29 other studies carried out between 1974 and 2019 on various tracts of land and linear features. All of these known cultural resources dated to the historic period, and no prehistoric—i.e., Native American—cultural remains have been recorded in the project vicinity. All but three of these sites were buildings or structural remains, with one refuse scatter and two railroad lines representing the only other sites. The isolate consisted of a manhole cover. None of them were found in the immediate vicinity of the project area, and thus none of them require further consideration in conjunction with this project.

Per the above discussion and definition, no historical resources, archaeological sites or isolates were recorded within the project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the proposed project:

- No historical resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if any earth moving activities are required, the following mitigation measure ensures that impacts to any buried cultural materials that may be discovered during earth moving activities are appropriately reviewed and assessed:

CUL-1 ***In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.***

With the incorporation of MM **CUL-1**, as well as the mitigation identified under Tribal Cultural Resources in Section XVIII, the potential for impacts to cultural resources will be reduced to a less than significant level.

c. *Less Than Significant With Mitigation Incorporated* – As noted in the discussion above, no available information suggests that human remains may occur within the APE and the potential for such an occurrence is considered low. Human remains discovered during the construction or operation of the proposed project would need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. However, in the unlikely event that human remains are discovered during construction the MM **TCR-2** is recommended to reduce potential human remain impacts to a less than significant level. This measure would not only ensure compliance with existing laws pertaining to the treatment of human remains that are discovered during the construction, but would also ensure that, 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). With the incorporation of MM **TCR-2**, the potential for the project to result in a significant impact to any inadvertently discovered human remains, including those interred outside of formal cemeteries resources, will be reduced to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION: An Energy Analysis (EA) was prepared for the proposed project. It is provided as Appendix 5 to this Initial Study and is titled "Prairie View Village, Energy Analysis, City of Perris" prepared by Urban Crossroads dated June 30, 2022.

Existing Conditions

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2018, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2020 and included:

- Approximately 7,900 trillion British Thermal Unit (BTU) of energy was consumed,
- Approximately 3,444 trillion BTU of petroleum,
- Approximately 2,210 trillion BTU of natural gas, and
- Approximately 33.3 trillion BTU coal.

The California Energy Commission's (CEC) Transportation Energy Demand Forecast 2019-2030 was released in order to support the 2020 Integrated Energy Policy Report. The Transportation Energy Demand Forecast 2018-2030 lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

Gasoline demand in the transportation sector is expected to decline from approximately 15.5 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030.

Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.9 billion diesel gallons in 2015 to approximately 4.7 billion in 2030.

- Data from the Department of Energy states that approximately 4 billion gallons of diesel fuel were consumed in 2017

The most recent data provided by the EIA for energy use in California by demand sector is from 2018 and is reported as follows:

- Approximately 39.1% transportation,
- Approximately 23.5% industrial,
- Approximately 18.3% residential, and
- Approximately 19.2% commercial.

In 2020, total system electric generation for California was 277,704 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 200,475 GWh which accounted for approximately 72.2% of the electricity it uses; the rest was imported from the Pacific Northwest (8.6%) and the U.S. Southwest (19.2%). Natural gas is the main source for electricity generation at 34.23% of the total in-state electric generation system power as shown in Table VI-1. Renewables currently account for 31.7% of the total electrical system power.

Table VI-1
TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2020)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total California Energy Mix (GWh)	Total California Power Mix
Coal	317	0.17%	194	6,963	7,474	2.74%
Natural Gas	92,298	48.35%	70	8,654	101,022	37.06%
Oil	30	0.02%	-	-	30	0.01%
Other	384	0.20%	125	9	518	0.19%
Nuclear	16,280	8.53%	672	8,481	25,434	9.33%
Large Hydro	17,938	9.40%	14,078	1,259	33,275	12.21%
Unspecified	0	0.00%	12,870	1,745	14,615	5.36%
Total Non-Renewables and Unspecified Energy	127,248	66.65%	28,009	27,111	182,368	66.91%
Biomass	5,680	2.97%	975	25	6,679	2.45%
Geothermal	11,345	5.94%	166	1,825	13,336	4.89%
Small Hydro	3,476	1.82%	320	2	3,798	1.39%
Solar	29,456	15.43%	284	6,312	36,052	13.23%
Wind	13,708	7.18%	11,438	5,197	30,343	11.13%
Total Renewables	63,665	33.35%	13,184	13,359	90,208	33.09%
Total System Energy	190,913	100.00%	41,193	40,471	272,576	100.00%

Source: CEC, 2020 Total System Electric Generation

An updated summary of, and context for energy consumption and energy demands within the State is presented in "U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts" excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2018, and, as of January 2019, it ranked third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation's jet fuel consumption in 2018.
- California's total energy consumption is second highest in the nation, but, in 2018, the state's per capita energy consumption was the fourth-lowest, due in part to its mild climate and its energy efficiency programs.
- In 2018, California ranked first in the nation as a producer of electricity from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.
- In 2018, large- and small-scale solar photovoltaic (PV) and solar thermal installations provided 19% of California's net electricity generation.

As indicated above, California is one of the nation's leading energy-producing states, and California's per capita energy use is among the nation's most efficient. Given the nature of the project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity, natural gas (though not anticipated to be required for this project at this time), and transportation fuel for vehicle trips associated with the uses planned for the project.

Electricity
The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The Southern California region's electricity reliability has been of concern

for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board's once-through cooling policy, the retirement of San Onofre complicated the situation. California Independent Service Operator (ISO) studies revealed the extent to which the South California Air Basin and the San Diego Air Basin region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2020 IEPR identifies broad strategies that are aimed at maintaining electricity system reliability.

Electricity is currently provided to the project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE's 2019 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California ISO is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities.

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, companies with transmission assets file annual transmission expansion/ modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Table VI-2 identifies SCE's specific proportional shares of electricity sources in 2019. As indicated in Table VI-2, the 2020 SCE Power Mix has renewable energy at 30.9% of the overall energy resources. Geothermal resources are at 5.5%, wind power is at 9.4%, large hydroelectric sources are at 3.3%, solar energy is at 15.1%, and coal is at 0%.

Natural Gas

Natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

Table VI-2
SCE 2020 POWER CONTENT MIX

Energy Resources	2019 SCE Power Mix
Eligible Renewable	**30.9%**
Biomass & waste	0.1%
Geothermal	5.5%
Small Hydroelectric	0.8%
Solar	15.1%
Wind	9.4%
Coal	**0%**
Large Hydroelectric	**3.3%**
Natural Gas	**15.2%**
Nuclear	**8.4%**
Other	**0.3%**
Unspecified Sources of power*	42.0%
Total	**100%**
* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.	

Transportation Energy Sources
The project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In March 2019, the Department of Motor Vehicles identified 36.4 million registered vehicles in California, and those vehicles consume an estimated 17.8 billion gallons of fuel each year.[3] Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the project patrons and employees via commercial outlets.

California's on-road transportation system includes 394,383 land miles, more than 27.5 million passenger vehicles and light trucks, and almost 8.1 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. Petroleum comprises about 91% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. Nearly 17.8 billion gallons of on-highway fuel are burned each year, including 14.6 billion gallons of gasoline (including ethanol) and 3.2 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2019, Californians also used 194 million cubic feet of natural gas as a transportation fuel, or the equivalent of 183 billion gallons of gasoline.

Evaluation Criteria
In compliance with Appendix G of the *State CEQA Guidelines,* this report analyzes the project's anticipated energy use during construction and operations to determine if the project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In addition, Appendix F of the *State CEQA Guidelines,* states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

[3] Fuel consumptions estimated utilizing information from EMFAC2017.

Summary of Energy Demands

Construction Energy Demands
The estimated power cost of on-site electricity usage during the construction of the project is estimated to be approximately $16,103.12. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full project build-out, is calculated to be approximately 128,825 kWh.

Construction equipment used by the project would result in single event consumption of approximately 49,374 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the project's proposed construction process that are unusual or energy-intensive, and project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best available control measure inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the project would result in the estimated fuel consumption of 48,390 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDTs and HHDTs) will total approximately 20,439 gallons. Diesel fuel would be supplied by regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2021 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operational Energy Demands

Transportation Energy Demands: Annual vehicular trips and related VMT generated by the operation of the project would result in a fuel demand of 166,211 gallons of fuel.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the project are consistent with other mixed residential uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers Trip Generation Manual (11th Ed., 2021); and CalEEMod. As such, project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential developments of similar size.

In addition, enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT in the future. Location of the project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands: Project facility operational energy demands are estimated at: 4,861,571 kBTU/year of natural gas; and 1,453,054 kWh/year of electricity. Natural gas would be supplied to the project by SoCalGas; electricity would be supplied by SCE. The project proposes conventional residences

that reflect contemporary energy efficient/energy conserving designs and operational programs. The project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential developments of similar scale and configuration.

Lastly, the project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

Impact Analysis

a. *Less Than Significant Impact* – As supported by the preceding data, project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California, as such, impacts under this issue would be less than significant.

b. *Less Than Significant Impact* – The project's consistency with the applicable state and local plans is discussed below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
Transportation and access to the project site is provided by the local and regional roadway systems. The project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the project site.

Consistency with the Transportation Equity Act for the 21st Century (TEA-21)
The project site is located near major transportation corridors with proximate access to the Interstate freeway system. The site selected for the project facilitates access and acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The project supports the strong planning processes emphasized under TEA-21. The project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with Integrated Energy Policy Report (IEPR)
Electricity may be provided to the project by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Consistency with State of California Energy Plan
The project site is located proximate to transportation corridors with access to the Interstate freeway system. The site selected for the project is infill and facilitates access and takes advantage of existing infrastructure systems. The project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards
The 2022 version of Title 24 was adopted by the California Energy Commission (CEC) and will become effective on January 1, 2023. As the project building construction is anticipated in 2024, it is presumed that the project would be required to comply with the Title 24 standards in place at that time. Therefore, the project is would not result in a significant impact on energy resources.

Consistency with AB 1493 (Pavley Regulations and Fuel Efficiency Standards)
AB 1493 is not applicable to the project as it is a statewide measure establishing vehicle emissions standards. No feature of the project would interfere with implementation of the requirements under AB 1493.

Consistency with California's Renewable Portfolio Standard (RPS)
California's Renewable Portfolio Standard is not applicable to the project as it is a statewide measure that establishes a renewable energy mix. No feature of the project would interfere with implementation of the requirements under RPS.

Consistency with the Clean Energy and Pollution Reduction Act of 2015 (SB 350)
The proposed project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the project would interfere with implementation of SB 350. Additionally, the project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption.

Conclusion

As shown above, the project would not conflict with any of the state or local plans. As such, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
(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 land-slide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: The following information is provided based on a Geotechnical Investigation of the project site. The report was prepared by Soils Southwest, Inc., dated January 17, 2022 and is titled "*Feasibility Study Report of Soils and Foundation Elevations*" (Appendix 6a). Additionally, a paleontological resources assessment was prepared by CRM TECH to address the potential for such resources to exist at the project site. The report is dated July 13, 2022 and is titled *"Paleontological Resources Assessment Report, Prairie View Multi-Family Residential Project,"* and it is provided as Appendix 6c.

a. i. Ground Rupture

Less Than Significant Impact – The project site is located in the City of Perris, which is an area with several active faults, including two Alquist-Priolo Special Study Zones classified as such under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the California Department of Conservation Data Viewer Map depicting Alquist Priolo Fault Hazard Zones. According to Figure VII-1, one fault zone to the west of the City traverses the

Santa Ana Mountains in a diagonal path from northwest to southeast, while the other to the east of the City traverses the Box Springs Mountains south to the San Jacinto Mountains and beyond in a diagonal path from northwest to southeast. Given that there is a distance of several miles separating the proposed project from the Alquist-Priolo Special Study Zones to the east and west, the risk for ground rupture at the site location is low; therefore, it is not likely that future residents of the project will be subject to rupture from a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

ii. Strong Seismic Ground Shaking

Less Than Significant Impact – Several faults run through the valley within which the City of Perris is located, and as with much of southern California, and the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future. The California Department of Conservation Data Viewer Map depicting area faults (Figure VII-2) indicates that the proposed project is situated between two major fault systems, including the Elsinore Fault and the San Jacinto Fault. As a result, and like all other development projects in the City and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in 2019 California Building Code (CBC), including Section 1613 Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant without the need for mitigation.

iii. Seismic-Related Ground Failure Including Liquefaction

Less Than Significant With Mitigation Incorporated – According to the map prepared for the California Department of Conservation Data Viewer Map depicting area potential for liquefaction (Figure VII-3), the project site is located in an area that is not mapped as being susceptible to seismic-related ground failure, including liquefaction. The City's General Plan Liquefaction Hazard Map (Figure VII-4) indicates that the proposed project is located in an area considered to have deep groundwater with moderately susceptible sediments for liquefaction. However, according to the Feasibility Study Report of Soils and Foundation Elevations (Appendix 6a), soils on site are not considered to be susceptible to liquefaction, particularly due to the 42-foot depth of the groundwater on site. According to the Feasibility Study Report of Soils and Foundation Elevations, liquefaction elevations and considerations provided in this report would minimize liquefaction impacts. As such, the following mitigation measure that will enforce the overall geotechnical design parameters introduced in the Geotechnical Investigation shall be implemented:

GEO-1 Based upon the geotechnical investigation (Appendix 6a of this document), all of the recommended design parameters identified in Appendix 6a (beginning on Page 8) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including remediation to address liquefaction.

With the implementation of mitigation measure above, impacts associated with liquefaction will be less than significant.

iv. Landslides

Less Than Significant Impact – California Department of Conservation Data Viewer Map depicting area potential for landslide (Figure VII-5), the proposed project is not located in an area with an earthquake induced landslide potential. The City's General Plan Slope Instability Map (Figure VII-6) indicates that the proposed project is located outside of any City identified landslide zones, which are generally located along the western and southern edges of the City. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. Given that the proposed project site is both located outside of a delineated landslide zone, and would be developed

on a flat site removed from any hillsides that might pose landslide-related hazards, the project will have a less than significant potential to expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides.

b. *Less Than Significant With Mitigation Incorporated* – The potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is anticipated to be marginally possible at the site during ground disturbance associated with construction. The project site is vacant and contains a mix of weeds, native and non-native vegetation, and compacted dirt pathways throughout. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography of the site is generally flat, and is slightly raised in elevation from the adjacent roadways.

During project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the Prairie View Project is in operation. Additionally, the proposed project will be required to comply with SCAQMD Rule 403, which requires watering of project sites during dry periods and reduction in construction vehicle speeds to minimize fugitive dust, and on-site washing of construction vehicle tires to prevent transfer of soil to surface streets. Regardless, the following mitigation measures or equivalent best management practices (BMPs) shall be implemented to address potential for soil erosion:

GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Prairie View Project is being constructed.

With implementation of the above mitigation measures, implementation of the SWPPP, WQMP, and associated BMPs, any impacts under this issue are considered less than significant.

c. *Less Than Significant With Mitigation Incorporated* – Refer to the discussion under VII(a), above. Potential slope instability related to the project was determined to be less than significant. Liquefaction potential at the site appears to be minimal, and the City GPEIR indicates that building and site preparation consistent with recommendations included in the geotechnical report and conforming to seismic requirements of the California Building Codes reduces the risk from liquefaction to new development consistent with the project General Plan to a less than significant level." The project will be developed in accordance with MMs **GEO-1** and **GEO-4**, below, which would ensure that the liquefaction potential is mitigated through geotechnical design measures, consistent with City requirements. According to the Geotechnical Investigation, lateral spreading is not anticipated to be an issue at the site, as the potential for this to occur is remote. The City GPEIR states that instances of settlement have been recorded in the San Jacinto Valley, but have not yet been recorded within the Perris Valley. The near surface soils are relatively compressible and could be susceptible to subsidence. Thus, implementation of MMs **GEO-1** and **GEO-4** will ensure that impacts related to subsidence and settlement are minimized to a level of less than significant. Furthermore, the Geotechnical Investigation identified several recommendations for site construction that will ensure that the proposed project is constructed to address the geotechnical constraints of the project site. Thus, with the following mitigation measure, the project will not have a significant potential to 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:

GEO-4 ***Based upon the geotechnical investigation (Appendix 6a of this document), all of the recommended design measures identified in Appendix 6a (listed on pages 9-16) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.***

d. *Less Than Significant With Mitigation Incorporated* – According to the United States Department of Agriculture Web Soil Survey, the project's Area of Potential Effect (APE) is underlain mostly by Domino fine sandy loam, saline-alkali (representing only about 1.4% of the site soils) and Domino silt loam, saline-alkali (representing about 98.6% of the site soils) (Appendix 6b). According to the USDA Soil Series website, the Domino series is moderately well drained with slow runoff and slow permeability.[4] With the implementation of MMs **GEO-1** and **GEO-4** above, any impacts from implementing the proposed project on this site will be mitigated through the implementation of design measures intended to protect human safety. Furthermore, expansive soils are typically clay type soils, and sometimes may result within fine sands, as such, MM **GEO-4** would be required to minimize impacts related to expansive soils should any be located within the project site. With implementation of mitigation measures identified above, impacts under this issue are considered less than significant.

e. *No Impact* – The project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.

f. *Less Than Significant With Mitigation Incorporated* –

Summary of Findings

Between May and July 2022 CRM TECH performed a paleontological resource assessment on approximately 13.4 acres of vacant land in the City of Perris, Riverside County, California. The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would adversely affect any significant, nonrenewable paleontological resources, as required by CEQA, and to design a paleontological mitigation program if necessary.

In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources to be encountered during the project, CRM TECH initiated a records search at the appropriate repository, conducted a literature review, and carried out a systematic field survey of the project area. The results of these research procedures indicate that the proposed project's potential to impact significant, nonrenewable paleontological resources is low in the previously disturbed surface and near-surface soils of Holocene age but high in the subsurface deposits of older Pleistocene alluvial sediments. Therefore, CRM TECH recommends that a paleontological resource impact mitigation program be developed and implemented during the project to prevent impacts on such resources or reduce them to a level less than significant.

As the primary component of the mitigation program, all earth-moving operations impacting relatively undisturbed soils in the project area beyond the depth of three feet should be monitored periodically by a qualified paleontological monitor to identify potentially fossil-bearing sediments when they are encountered, at which time continuous monitoring will become necessary. Samples of sediment should be collected and processed to recover small fossils, and all fossil remains should be identified and curated at a repository with permanent retrievable storage. Under these conditions, CRM TECH further recommended that the project may be cleared to proceed in compliance with CEQA provisions

[4] https://soilseries.sc.egov.usda.gov/OSD_Docs/D/DOMINO.html

on paleontological resources. Thus, the following mitigation measure shall be implemented to ensure that the proposed project does not significantly impact paleontological resources:

GEO-5 ***The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). A project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of earth moving operations impacting soils in the project area beyond the depth of three feet during construction or as otherwise determined by the Qualified Paleontologist. This plan shall address specifics of monitoring and mitigation for the development project, and shall take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP (2010) and shall, at a minimum include the following provisions:***

- ***All earth moving operations impacting soils in the project area beyond the depth of three feet shall be monitored by a qualified paleontological monitor to identify potentially fossil-bearing sediments when they are encountered. The qualified paleontological monitor shall be scheduled to monitor earth moving operations impacting soils in the project area beyond the depth of three feet shall for at least three days a week for the duration of such earth moving activities or as otherwise determined by the qualified paleontologist.***
- ***If potentially fossil-bearing sediments are encountered, continuous monitoring for the remainder of earth moving activities shall be required.***
- ***Samples of sediment shall be collected and processed to recover small fossils, and all fossil remains shall be identified and curated at a repository with permanent retrievable storage.***

With incorporation of this mitigation measure, the potential for adverse impact to paleontological resources will be reduces to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study "Air Quality and GHG Impact Analyses Prairie View Village Residential Project, Perris, California" prepared by Giroux & Associates dated February 4, 2022, and provided as Appendix 2 to this document.

Regulatory Framework

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. Greenhouse gas (GHG) statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

In response to the requirements of SB 97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.4 specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO_2e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

Impact Analysis

a&b. *Less Than Significant Impact* – Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project evaluated in the GHG analysis cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Construction Activity GHG Emissions

The project is assumed to require less than three years for construction. During project construction, the CalEEMod (version 2020.4.0) computer model predicts that the construction activities will generate the annual CO_2e emissions identified in Table VIII-1.

Table VIII-1
CONSTRUCTION EMISSIONS (METRIC TONS CO_2e)

	CO_2e
Year 2022	277.5
Year 2023	804.0
Year 2024	11.2
Total	1,092.7
Amortized	**36.4**

CalEEMod Output provided in appendix to the AQ/GHG Analysis

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant. No mitigation is required.

Operational Activity Emissions

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO_2e emissions are summarized in the CalEEMod (version 2020.4.0) output files found in the appendix of this report.

The total operational and annualized construction emissions for the proposed project are identified in Table VIII-2.

Table VIII-2
OPERATIONAL EMISSIONS (METRIC TONS CO_2e)

Consumption Source	CO_2e
Area Sources*	67.4
Energy Utilization	520.0
Mobile Source	1551.1
Solid Waste Generation	131.5
Water Consumption	98.8
Construction	36.4
Total	**2,405.2**
Guideline Threshold	3,000

*assumes use of natural gas hearths as mandated by the SCAQMD

Based on the emissions calculations provided above, operational GHG emissions are less than significant. No mitigation is required.

Consistency with GHG Plans, Programs, and Policies

The City of Perris approved a Greenhouse Gas Reduction Plan in February of 2016[5]. The Climate Action Plan (CAP) was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Governments (WRCOG's) Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs

[5] http://www.cityofperris.org/city-gov/agenda/2016/02-23-16-council-8b.pdf

and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 sub-regional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels.

The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Based on the emissions generated by the proposed project in comparison to the reduction targets, the project would be consistent with the 2008 Scoping Plan, the 2017 Scoping Plan, and the City of Perris CAP. As such, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and a less than significant impact would occur with respect to this threshold.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION: A letter documenting the potential for soil contamination at the site based on existing sources pertaining to the proposed project site is provided as Appendix 7. This letter was prepared by Environmental Specialist Kaitlyn Dodson-Hamilton at Tom Dodson & Associates, and is dated June 13, 2022.

a&b. *Less Than Significant With Mitigation Incorporated* – The project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or may 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. During construction of the proposed Prairie View Project, there are activities that can expose the public to significant hazards from accidental circumstances. The first pathway occurs when petroleum products are accidentally released from construction equipment or storage facilities. For example, vandalism can cause a release from stored fuels, or a hydraulic hose may break on a large piece of construction equipment. This type of impact is readily mitigated by immediately stopping the construction activity; controlling the accidental release; and carrying out remediation of the area contaminated by the spill. The following mitigation measure addresses this circumstance, and with implementation of this measure, no residual contamination would remain.

HAZ-1 ***Prior to and during grading and construction, should an accidental release of a hazardous material occur, the following actions will be implemented: construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be notified; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal at the time of the event. All of the above sampling or remediation activities related to the contamination will be conducted under the oversight of Riverside County Certified Unified Program Agency (CUPA) Site Mitigation Unit (SMU). All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure (a determination of the regulatory agency that a site has been remediated to a threshold that poses no hazard to humans) of the contaminated area.***

Roadways adjacent to the project site are public roads that can be used by any common carrier to or from the local area. For such transporters, the existing regulatory mandates ensure that the hazardous materials and any hazardous wastes transported to and from the project site will be properly managed. These regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations. For example, maintenance trucks for construction equipment must transport their hazardous materials in appropriate containers, such as tanks or other storage devices. In addition, the haulers must comply with all existing applicable federal, state and local laws and regulations regarding transport, use, disposal, handling and storage of hazardous wastes and material, including storage, collection and disposal. Compliance with these laws and regulations related to transportation will minimize potential exposure of humans or the environment to significant hazards from routine transport of such materials and wastes.

During construction, another possible reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment could result from the soils within the project site containing contaminants that are presently unknown. As discussed in the letter that was prepared to address the potential for hazardous soils to occur within the subject property, and to provide evidence that a full-scope Phase I Environmental Site Assessment is not necessary, sufficient evidence is available to draw the conclusion that, while the proposed project previously served as agricultural land, and thus may have been subject to the soil contamination from pesticide use pre-1980, it is unlikely that any such soil contamination exists at present within the project site.

A Preliminary Phase I Environmental Site Assessment (ESA) was prepared in 2003 to enable the development of a tract map that did not ultimately occur. The 2003 Phase I ESA concluded that the likelihood of significant hazardous materials or petroleum contamination existing on or migrating into the subject site from off-site sources was low. Furthermore, a Preliminary Environmental Assessment Report (PEA) was prepared for the proposed Perris Middle School project site, which is the adjacent property to the north of the proposed Prairie View Multi-Family Project site. The PEA soil sampling efforts returned that there were no significant concentrations of soil contamination within the proposed school site, and that no further assessment of the proposed school site would be necessary. Given that the proposed Perris Middle School site and the subject property were operated as one contiguous property—refer to historical imagery provided in the Letter Appendix 7—at various points in history, it can be concluded that the conclusion made in the PEA for the northern property would be applicable and similar to that which would be expected to occur within the Prairie View Multi-Family Project site. Thus, the following determination can be made:

(a) An updated Phase I ESA is not required for the subject property in order to make a determination that the potential for soil contamination at the subject property is less than significant; and,
(b) Given the existing data pertaining to soil contamination at the subject property, the potential for soil contamination at the subject property is less than significant.
(c) In an abundance of caution, a contingency mitigation measure shall be required.

HAZ-2 A soil sampling program with a minimum of one sample location per 2 acres of land shall be conducted by the developer. If the contaminant concentrations above the DTSC hazard levels occur on the project site, the exact dimensions, including volume, of soil containing this contamination shall be documented. A report verifying that the contaminated soil can be effectively blended (and how this will be accomplished on the project site) with other uncontaminated onsite soil shall be provided to the City by the Developer. If there is insufficient soil for blending at the site, the contaminated soil shall be collected and disposed of at a properly licensed facility. This shall be completed prior to initiating mass grading of the site and records documenting proper management of the contaminated soil shall be provided to the City by the Developer.

Operation of the proposed Prairie View Multi-Family Project consists of 287 apartment units; operation of such uses would not involve the use of a substantial amount of hazardous materials. Household cleaning supplies would be used in small quantities to support the apartments, which the City GPEIR does not identify as capable of generating significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, and will ensure that the project operates in a manner that poses no substantial hazards to the public or the environment. No further mitigation is required.

c. *Less Than Significant Impact* – The project site is located within than one-quarter mile of Sky View Elementary School, which is about 870 feet to the north of the project site boundary along Patriot Lane and Murrieta Road. Additionally, the parcel north of the project site was previously approved (in 2013) to become a Middle School under the Perris Union High School District. The proposed project is not anticipated to emit hazardous emissions as discussed under issue IX(a&b), above, as it is a project that would develop a multi-family residential complex with no potential for use of substantial amounts of hazardous materials. Furthermore, hazardous materials associated with new residential use would be used in such limited quantity that its use would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. Based on this information, implementation of the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated.

d. *Less Than Significant Impact* – The project site is vacant and contains a mix of weeds, native and non-native vegetation, and compacted dirt pathways throughout. The project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST) and other types of clean-up sites, there are no open LUST, Cleanup Program, Military, or Department of Toxic Substances Control (DTSC) clean-up sites within 2,500 feet of the project site (Figure IX-1). There is one LUST cleanup site that has been remediated, and is no longer considered hazardous to the environment and as such would not impact development at this site (Figure IX-2). The California DTSC EnviroStor database also indicates that there are no hazardous waste generators in close proximity to the project site, and ultimately the safe operations of area hazardous waste sites are permitted, and must comply with Federal, State, and local regulations governing the

storage and use of hazardous materials, and as such would not pose a hazard to the occupancy of the project site by future residents of the Prairie View Project. Therefore, the proposed construction and operation of the site as the Prairie View Project will not create a significant hazard to the population or to the environment from their implementation. No mitigation is required.

e. *Less Than Significant Impact* – The project site is located within two miles of an airport or private airstrip. The closest airport to the proposed project is the privately owned, available for public use Perris Valley Airport, located about 1.37 miles to the south/southwest of the project site. The proposed project is also located 5.3 miles south of March Air Reserve Base. According to the Airport Land Use Plan (ALUP) of the County of Riverside Airport Land Use Commission (ALUC),[6] specifically the Compatibility Map: Perris Valley Airport (Figure IX-3), the proposed project lies partially within Compatibility Zone E. According to the Airport Land Use Compatibility Planning Draft Advisory (June 2021)[7], Zone E consists of "a conical surface extends upward and outward from the periphery of the horizontal surface at a slope of 20 feet horizontally for every one-foot vertically (20:1) for a distance of 4,000 feet. It is the outermost zone of the overlay areas and has the least number of land use restriction considerations." Additionally, this Advisory indicates that multi-family uses such as that which is proposed by this project are compatible uses within Zone E. Due to the proximity of the proposed project to the airport, and due to the height of future construction equipment, such as cranes, the Department may be required to provide a Notice of Proposed Construction or Alteration to the FAA. This is a mandatory requirement, and provision of the Notice would meet safety requirements such that no significant airport hazards would occur from project implementation. Given the above, development of the proposed project at the proposed site location would have no potential to result in a safety hazard or excessive noise for people residing or working in the project area as a result of proximity to an airport or private airstrip. No impacts are anticipated and no mitigation is required.

f. *Less Than Significant Impact* – According to the City's General Plan, no evacuation routes have been identified, though effectively I-215 and State Route (SR) 74 would be considered evacuation routes within the City. The proposed project will occur within the project site and is not anticipated to impact surrounding roadways. The project site is bound by Wilson Avenue to the west, Murrieta Road to the east, and Dale Street to the south. It is not anticipated that development of the project site would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the site activities will be confined within the proposed project site. Furthermore, the City GPEIR indicates that all development consistent with the project General Plan will be subject to requirements of the Multi-Hazard Functional Plan, as such the proposed project will be subject to these requirements, and thus would have a less than significant potential to interfere with this plan. Additionally, the proposed onsite parking and circulation plans will be reviewed by the local Fire Department and City Engineering Department to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. Therefore, there is a less than significant potential for the development of the project to physically interfere with any adopted emergency response plans, or evacuation plans.

g. *No Impact* – According to the CAL FIRE Fire Hazard Severity Zone Viewer map (Figure XX-1), the proposed project is not located in a high or very high fire hazard zone. Given the proposed project's location removed from the nearby hills west of the Interstate-215, where the high and very high fire hazard severity zones are located, project implementation would not result and a potential to expose people or structures to fire hazards. No impacts are anticipated and no mitigation measures are required.

[6] https://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183
[7] https://www.faa.gov/documentLibrary/media/Advisory_Circular/draft-150-5190-4B.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	☐	☒	☐	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION: A report titled "Report of Water Infiltration Rate, Proposed Stormwater Disposal System Design, Planned Prairie View Multi-Family Development, NEC Dale Street and Wilson Avenue, Perris, California (APN: 311502001)" prepared by Soils Southwest, Inc. dated February 10, 2020 and provided as Appendix 8.

SUBSTANTIATION

a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by Eastern Municipal Water District (Eastern or EMWD) that uses a mix of groundwater and imported surface water to meet customer demand.

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Municipal wastewater is delivered to the one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater

per day. The District is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes the City of Perris, California.

To address stormwater and accidental spills within this environment, any new project must ensure that site development implements an SWPPP and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP would specify stormwater runoff permit BMPs requirements for capturing, retaining, and treating on site stormwater once the apartment units have been occupied. Because the project site consists of pervious surfaces, the project has identified onsite drainage that will generally be directed to the onsite retention basin that will be developed as part of the project. The SWPPP would specify the BMPs that the project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as MM **HAZ-1** above, the development of Prairie View Project will not cause a violation of any water quality standards or waste discharge requirements.

b. *Less Than Significant Impact* – Implementation of the proposed project will not deplete groundwater supplies that would substantially affect the water availability for existing or planned land uses or biological resources. It is anticipated that, based on previous studies at the project site (refer to the Geotechnical Investigation provided as Appendix 6a), the potential to intercept groundwater during grading of both the project site and offsite roadways is considered to be less than significant. The groundwater basin would not be physically altered or impacted as a result of the proposed project. The design of the drainage and retention facilities of the proposed project would encourage groundwater recharge.

The Prairie View Project is a multi-family residential project that will consist of 287 dwelling units. The project would be supplied with water by Eastern Municipal Water District (EMWD or Eastern) that uses imported surface water to meet primary customer demand. Using imported surface water helps prevent overdraft of local groundwater basins. The District's 2020 Urban Water Management Plan (UMWP) identifies sufficient water resources to meet demand in its service area. The total retail water supply for Eastern in 2020 for retail customers, was 124,314 acre-feet per year (AFY) inclusive of both potable and recycled water, while the demand for both potable and recycled water was 115,916 AFY. According to Eastern, multi-family uses accounted for 7.7% of the overall potable water demand in 2020, equal to 6,535 AFY. EMWD served a population of 603,950 persons in 2015, given that the average household size in the City of Perris is 4.3 persons (according to the Southern California Association of Governments [SCAG] 2019 Local Profile for the City of Perris[8]), the proposed project is anticipated to house a population of about 1,234 persons. According to EMWD's UWMP, EMWD's actual 2020 per capita use is 125 gallons per capita per day (GPCD). Based on the above, the population generated by the proposed project would demand 154,250 gallons per day (GPD) (125 x 1,234 = 154,250 GPD) equal to about 172.78 AFY of water from EMWD. Based on the projected water demand for multi-family units within EMWD's retail service area in 2025 at 8,500 AFY, and in 2045 at 10,600 AFY, it is anticipated that the 172.78 AFY demand by the project can be accommodated into the future, particularly given that the overall available total gross water use is anticipated to be 145,930 AFY in 2025, and 187,100 AFY in 2045. The anticipated available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed project without significant adverse impacts on area groundwater basins.

While the development of the project may result in a reduction in the amount of surface runoff recharge associated with natural runoff, this reduction is expected to be off-set/replaced by infiltration

[8] https://scag.ca.gov/sites/main/files/file-attachments/perris_localprofile.pdf?1606013516

from the onsite bioretention basin(s), as well as the required onsite landscaping. The development of the project will, therefore, not substantially interrupt the existing percolation of the site, or any flow of groundwater under the project site. No significant adverse impacts to groundwater resources are forecast to occur from implementing the proposed project. No mitigation is required.

c. i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. Onsite flows will be pretreated through flow through planters and then captured in the proposed site biofiltration basin. These systems will be designed to capture the peak 100-year flow runoff from the project site or otherwise detain this flow on site. Treated surface runoff will be discharged in conformance with Riverside County and City of Perris requirements. The downstream drainage system will not be altered given the control of future surface runoff from the project site; thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

c. ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

Less Than Significant Impact – The proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site through the bioretention basin, which would prevent flooding onsite or offsite from occurring. Onsite flows will be pretreated through flow through planters and then captured in the proposed site biofiltration basin. These systems will be designed to capture any excess runoff from the project site after development. Refer to the data contained in Appendix 8, which contains the Report of Water Infiltration Rate prepared by Soils Southwest, Inc. for the site, which provides site requirements for Stormwater BMP installation. The City will require these and the BMPs identified in the WQMP to be implemented as conditions of the project's approval. Thus, the implementation of onsite drainage improvements and applicable requirements included in the WQMP and recommendations provided in the Infiltration Report will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in substantial flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

c. 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?

Less Than Significant With Mitigation Incorporated – The proposed project will alter the site such that stormwater runoff within the site will be increased, but will maintain the existing off-site downstream drainage system through control of future discharges from the site. This would prevent the project from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The drainage throughout the project site will be captured and treated in the proposed biofiltration basin. Onsite flows will be pretreated through flow through planters and/or then captured in the proposed site biofiltration basins. These systems will be designed to capture the flows above the peak 100-year flow runoff from the project site without development or otherwise be detained on site and discharged in conformance with Riverside County requirements. The project would be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff would not provide sources of polluted runoff. Varying amounts of urban pollutants, such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater. However, the proposed project is not anticipated to generate discharges that would require pollution controls beyond those already

designed into the project and/or required by the City as a standard operating procedure to meet water quality management requirements from the RWQCB. As such, the project is not anticipated to result in a significant adverse impact to water quality or flows downstream of the project with implementation of mitigation outlined below.

The City and County have adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. The City has identified BMPs that when implemented, can ensure that neither significant erosion and sedimentation, nor other water quality degrading impacts will occur as a result of developing the project. Although BMPs are mandatory for the project to comply with established pollutant discharge requirements, the following mitigation measure is designed to establish a performance standard to ensure that the degree of water quality control is adequate to ensure the project does not contribute significantly to downstream water quality degradation.

HYD-1 ***The project proponent will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.***

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the City and the RWQCB. The SWPPP must incorporate the BMPs that meet the performance standard established in **HYD-1** for both construction and occupancy stages of the project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with mitigation required.

c. iv. Impede or redirect flood flows?

Less Than Significant Impact – As shown on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) #06065C1440H provided as Figure X-1, the project site is located within a 0.2% annual chance flood zone (or a 500 year flood zone). The proposed project was historically filled to raise the level of the site above the 100-year floodplain. The development at this site would continue to be elevated, thus remaining outside of the 100-year floodplain, and is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

d. *Less Than Significant Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the City GPEIR, the City of Perris is subject to inundation from dam failure at any of three reservoirs: Lake Perris Dam adjoining the northeasterly boundary of the City of Perris; Pigeon Pass Reservoir in Moreno Valley; and Little Lake Reservoir in Hemet. The dam inundation study for Lake Perris Reservoir indicates that sudden failure of the dam as a result of a seismic event is so unlikely that the inundation simulation is based on a dam breach that follows an initial, small leak near the base of the dam. The City GPEIR Dam Inundation Map provided as Figure X-2 indicates that the proposed project is located within the dam inundation area. Ultimately, the City GPEIR determined that evacuation of those living and working within the dam inundation area is feasible and as a result

impacts associated with dam inundation would be less than significant. As the proposed project would conform to the City's General Plan, the proposed project would not result in a significant potential to expose people or structures to a significant risk of flood hazard due to dam inundation. Given the approximately 4-mile distance between the Perris Reservoir and the project site, seiche risk at the site is considered minimal. Furthermore, the project is located about 35 miles from the Pacific Ocean, and is separated by the Peninsular Range, as well as by an elevation of 1,425 feet above mean sea level (amsl) from the Ocean. Therefore, the potential to expose people or structures to a significant risk of flood hazard due to dam inundation, tsunami, or seiche would be less than significant. No mitigation is required.

e. *Less Than Significant Impact* – The proposed project is underlain by the San Jacinto groundwater basin.[9] The Prairie View Project will be served with water supply by EMWD. EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. However, EMWD utilizes imported water for a large portion of its water supply. The San Jacinto Groundwater Basin is considered high priority by the Sustainable Groundwater Management Act (SGMA) and Department of Water Resources (DWR)[10]. The San Jacinto Groundwater Basin is deemed a high priority basin, but not critically overdrafted, by DWR, and the Groundwater Sustainability Agency (GSA) is required to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. This document has not been drafted yet; however, the developer and future residents and will be required to comply with the water consumption reduction measures, and other sustainability measures once the GSP has been adopted and implementation measures have been identified. Water consumption and the effects thereof in nearby basins indicates that the proposed project's water demand is considered to be less than significant. By controlling water quality during construction and operations through implementation of both short- (SWPPP) and long- (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board's water quality control plan has been identified.

[9] https://gis.water.ca.gov/app/bp-dashboard/final/
[10] https://www.emwd.org/post/sustainable-groundwater-management-act#:~:text=The%20San%20Jacinto%20Groundwater%20Basin%20is%20deemed%20a%20high%20priority,Groundwater%20Sustainability%20Plan%20(GSP).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUBSTANTIATION

a. *No Impact* – Refer to the aerial photos provided as Figures 1 and 2, which depict the project's regional and site-specific location. The project site would be installed within a site zoned for multi-family residential development. The project is located within a site containing vacant land surrounded by residential and recreational uses, as well as adjacent vacant land. The project site contains a mix of weeds, native and non-native vegetation, and compacted dirt pathways throughout. The development of a multi-family apartment development at this location would be consistent with both the uses surrounding the project and the surrounding land use designations and zoning classifications. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no significant impacts under this issue are anticipated and no mitigation is necessary.

b. *Less Than Significant Impact* – The project site encompasses about 13.36 acres, and it is zoned for Multi-Family Residential. The project proposes a total of 287 units at a density of 21.48 dwelling units per acre (DU/A). With approval of the proposed project on this property, the proposed Prairie View Project will be fully consistent the General Plan Land Use Map. A review of the Land Use Element Goals indicates that the proposed project is consistent with Goals I, II, and V. All other Land Use Element Goals are not applicable to the proposed project.

A review of all other General Plan Element Goals (Safety Element, Circulation Element, Open Space Element, Noise Element, Conservation Element, Healthy Community Element, and Housing) indicates that the proposed project is consistent with all applicable Goals, often with mitigation, as demonstrated by the findings in the pertinent sections of this Initial Study. The proposed project can be implemented without significant effects on the circulation system; all infrastructure exists at or can be extended to the site to support the 287 apartment units; it can support a safe and sustainable transportation system in the City; it can be developed with no conflicts with the Conservation Element issues (agricultural resources, biological resources, cultural and paleontological resources, water resources, hydrology, water quality, air quality and greenhouse gas emissions, and solid waste); it will provide the City with additional facilities to support human resident recreation needs meeting the healthy community element goals and policies by contributing to a cohesive neighborhood; it will not generate significant air emissions or GHG emissions; it will meet noise compatibility requirements with mitigation; it can meet all Safety Element requirements; and it implements the City's Housing Element, specifically Goals 1, 5, and 6 which state:

- *Goal 1: Promote and maintain a variety of housing types for all economic segments of the City.*
  - *Policy 1.2: Promote development within specific plans that provide a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.*
  - *Policy 1.4: Locate higher density residential development in close proximity to public transportation, services and recreation.*

  - *Policy 1.5: Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).*

- *Goal 5: Enhance the quality of existing residential neighborhoods in Perris, through maintenance and preservation, while minimizing displacement impacts.*
  - *Policy 5.1: Through the Neighborhood Stabilization Program the City will preserve property values, correct housing deficiencies, bring substandard units into compliance with City codes, and improve overall housing conditions in Perris*
  - *Policy 5.3: Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development.*

- *Goal 6: Encourage energy conservation activities in all neighborhoods*
  - *Policy 6.1: Comply with all adopted federal and state actions to promote energy conservation.*
  - *Policy 6.2: Promote development of public policies and regulations that achieve a high level of energy conservation in new and rehabilitated housing units.*
  - *Policy 6.3: Promote the Sustainable Community section in the Conservation Element of the General Plan.*

Furthermore, according to the Southern California Association of Governments (SCAG) RHNA 2020, the City's regional housing needs are as follows:

Table XI-1
REGIONAL HOUSING NEEDS: CITY OF PERRIS[11]

Total	Very Low Income	Low Income	Moderate Income	Above Moderate Income
7,786	2,025	1,124	1,271	3,366

The proposed project would contribute 287 units to the SCAG identified 7,786 dwelling unit deficit within the City at present, thus meeting the City's Housing Element Policy 5.3. Therefore, the implementation of this project at this site is consistent with the City's plans and policies. Based on the preceding information, implementation of the Prairie View Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, zone classification, or the City's Municipal Code) adopted for the purpose of avoiding or mitigating an environmental effect. No adverse impacts are anticipated under this issue and no mitigation is required.

[11] https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION

a&b. *No Impact* – The proposed site for the Prairie View Project is vacant and currently contains a mix of weeds, native and non-native vegetation, and compacted dirt pathways throughout. The site is in an urbanized area surrounded by single-family residential, recreational development, and vacant land within the City of Perris. According to the City GPEIR, the City only contains land that are designated as MRZ-3 (Significant resource area (quality and quantity unknown)) and MRZ 4 (No information (applies primarily to high-value ores)), which are not considered significant resources areas. As such, the City determined that future development under the City's General Plan would not impact the availability of valuable mineral resources. Furthermore, the project is not located on a site that contains known mineral resources of any type. Therefore, the development of the proposed project will not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified on the City of Perris General Plan. No impacts would occur under this issue. No mitigation is required.

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

SUBSTANTIATION: A Noise Impact Analysis (NIA) was prepared for the proposed project, it is provided as Appendix 9 to this Initial Study, is titled "Prairie View Apartments Noise Impact Analysis City of Perris," prepared by Urban Crossroads dated July 21, 2022.

Background

Noise is generally described as unwanted sound. The proposed project will include the development of 287 multi-family residential dwelling units on approximately 13.36-acres of one parcel with the following Assessor's Parcel Numbers (APN): 311-502-001. The site is located within the City of Perris, and as such is surrounded by suburban residential development, with some vacant land surrounding the project site. The distance to the nearest sensitive receptors are about 75 feet from the project site, as there are scattered single-family residences to the south and west in this area. The background noise level at the project site is minimal to moderate, given the suburban environment within which the project will be developed.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

L_{eq} is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for L_{eq} is hourly.

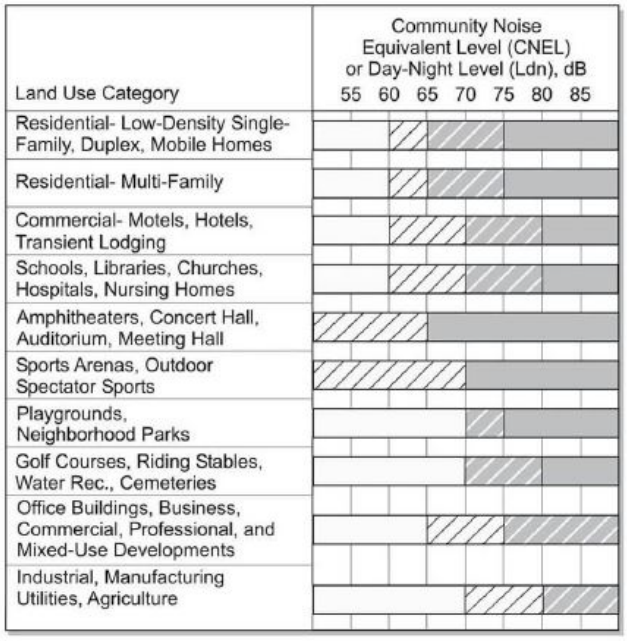
Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL

and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

Significance Thresholds

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Exhibit XIII-1 depicts the City of Perris Noise Compatibility Guidelines for on-site noise sensitive daytime and nighttime project generated noise.

Exhibit XIII-1: CITY OF PERRIS NOISE COMPATIBILITY GUIDELINES



Nature of the noise environment where the CNEL or Ldn level is:

Below 55 dB
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

55-65 dB
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

65-75 dB
Very noisy urban areas near arterials, freeways or airports.

75+ dB
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Normally Acceptable
Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Table XIII-1 shows the significance criteria summary matrix.

Table XIII-1
SIGNIFICANCE CRITERIA SUMMARY

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
On-Site	Noise-Sensitive[1]	See Exhibit XIII-1	See Exhibit XIII-1	
Off-Site	Noise-Sensitive[1]	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	Residential	Noise Level Threshold[2]	80 dBA L_{max}	60 dBA L_{max}
Construction	Noise-Sensitive	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.[2]		
		Noise Level Threshold[3]	80 dBA L_{max}	n/a
		Vibration Level Threshold[4]	0.3 PPV (in/sec)	n/a

[1] FICON, 1992.
[2] City of Perris Municipal Code, Section 7.34.040 and 7.34.050 (Appendix 3.1 of the NIA).
[3] City of Perris Municipal Code, Section 7.34.060 (Appendix 3.1 of the NIA).
[4] Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.
"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m., "PPV" = Peak Particle Velocity

Existing Noise Level Measurements

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations in the project study area. The receiver locations were selected to describe and document the existing noise environment within the project study area. Figure XIII-1 provides the boundaries of the project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Thursday, February 17, 2022.

Noise Measurement Results
The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table XIII-2 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Appendix 5.2 of the NIA provides a summary of the existing hourly ambient noise levels.

Table XIII-2
24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Hourly Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located north of the Project site near Sky View Elementary School at 625 Mildred Street.	52.3	50.5
L2	Located northeast of the Project site near Patriot Park at 525 Murrieta Road.	72.9	67.9
L3	Located south of the Project site near single-family residence at 379 Lady Bell Way.	53.7	52.6
L4	Located southwest of the Project site near Park Towne Apartments at 290 Wilson Avenue.	61.6	57.7
L5	Located west of the Project site near single-family residence at 512 Wilson Avenue.	58.2	53.6
L6	Located at the northern edge of the Project's perimeter.	48.7	49.8

[1] See Figure XIII-1 for the noise level measurement locations.
[2] The long-term 24-hour measurement printouts are included in Appendix 5.1 of the NIA.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table XIII-2 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of the NIA provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods. The background ambient noise levels in the project study area are dominated by the transportation-related noise associated with nearby surface streets and MARB/IPA aircraft flyovers. This includes the auto and heavy truck activities on study area roadway segments near the noise level measurement locations.

R1: Location R1 represents the property line of the existing Sky View Elementary School at 625 Mildred Street, approximately 841 feet north of the project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
R2: Location R2 represents the property line of the existing noise sensitive Patriot Park at 525 Murrieta Road, approximately 79 feet east of the project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
R3: Location R3 represents the property line of the existing noise sensitive residence at 379 Lady Bell Way, approximately 134 feet south of the project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
R4: Location R4 represents the property line of the existing noise sensitive Park Towne Apartments at 290 Wilson Avenue, approximately 98 feet southwest of the project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
R5: Location R5 represents the property line of the existing noise sensitive residence at 526 Wilson Avenue, directly approximately 64 feet west of the project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
R6: Location R6 represents the northern property line of the proposed project. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

Sensitive Receivers and Receiver Locations

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown on Figure XIII-2, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are

generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site project noise levels, six receiver locations in the vicinity of the project site were identified. All distances are measured from the project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the project site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as described in Section 5.2 of the NIA. Other sensitive land uses in the project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

Impact Analysis

a. *Less Than Significant Impact* – As stated above, a Noise Impact Analysis (NIA) was prepared on behalf of the proposed project to ascertain whether the proposed project would result in significant: On Site Noise, Interior Noise, Operational Noise, Construction Noise or Vibration. As such the following discussion includes analysis of each of these types of noise and impacts thereof:

   On-Site Traffic Noise Impacts

   An on-site exterior noise impact analysis has been completed to determine the traffic noise exposure and to identify potential necessary noise abatement measures for the proposed Prairie View Multi-Family Residential Project. It is expected that the primary source of noise impacts to the project site will be traffic noise from Live Oak Avenue in the project study area. The project will also experience some background traffic noise impacts from its internal local streets, however, due to the distance, topography and low traffic volume/speed, traffic noise from these roads will not make a significant contribution to the noise environment.

   On-Site Exterior Noise Analysis
   Using the FHWA traffic noise prediction model and the parameters outlined in Tables 6-1 to 6-3 provided in the NIA, the expected future exterior noise levels were calculated. Table XIII-3 presents a summary of future exterior noise level impacts at the building facades of the proposed residential dwelling units consistent with the standards of the City of Perris General Plan Noise Element. The on-site traffic noise level analysis indicates that the project will experience unmitigated exterior noise levels ranging from 52.2 to 62.2 dBA CNEL at the first-floor elevation. This noise analysis shows that the project will satisfy the City of Perris noise standards for residential land uses. All calculations are provided in Appendix 7.1 of the NIA.

Table XIII-3
EXTERIOR NOISE LEVELS (CNEL)

Lot	Roadway	Unmitigated Noise Level Exterior (dBA CNEL)[1]
Building 2	Wilson Avenue	52.2
Building 3	Wilson Avenue	52.8
Building 1	Dale Street	65.7
Building 3	Dale Street	66.2
Building 1	Murrieta Road	50.7
Building 3	Murrieta Road	50.3
Clubhouse	Murrieta Road	55.9

[1] Exterior noise level calculations are included Appendix 7.1. of the NIA

On-Site Interior Noise Analysis
The future noise levels were calculated at the first, second, and third-floor building façades to ensure that the interior noise levels comply with the City of Perris 45 dBA CNEL interior noise standards.

Noise Reduction Methodology: The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including: (1) weather-stripped solid core exterior doors; (2) upgraded dual glazed windows; (3) mechanical ventilation/air conditioning; and (4) exterior wall/roof assembles free of cut outs or openings.

Interior Noise Level Assessment: Tables XIII-4 to XIII-6 show that the residential dwelling units nearest Wilson Avenue, Dale Street, and Murrieta Road will not require a windows-closed condition with a means of mechanical ventilation (e.g. air conditioning) to achieve the City of Perris 45 dBA CNEL interior noise level standard. Table XIII-4 shows that the future unmitigated noise levels at the first-floor building façade are expected to range from 44.1 to 54.3 dBA CNEL. Table XIII-5 shows the future unmitigated noise levels at the second-floor building façade will range from 49.5 to 57.4 dBA CNEL, and Table XIII-6 shows the future unmitigated noise levels at the third-floor building façade will range from 49.5 to 57.4dBA CNEL. The interior noise level analysis shows that the City of Perris 45 dBA CNEL with windows open interior noise standards can be satisfied using standard windows and sliding glass doors with a minimum STC ratings of 27.

Table XIII-4
FIRST FLOOR INTERIOR NOISE IMPACTS (CNEL)

Location	Roadway	Noise Level at Façade[1]	Required Interior NR[2]	Calculated Interior NR[3]	Upgraded Windows[4]	Interior Noise Level[5]	Threshold	Threshold Exceeded?
Building 2	Wilson Avenue	45.1	0.1	25.0	No	20.1	45	No
Building 3	Wilson Avenue	46.2	1.2	25.0	No	21.2	45	No
Building 1	Dale Street	52.1	7.1	25.0	No	27.1	45	No
Building 3	Dale Street	54.3	9.3	25.0	No	29.3	45	No
Building 1	Murrieta Road	44.5	-0.5	25.0	No	19.5	45	No
Building 3	Murrieta Road	44.1	-0.9	25.0	No	19.1	45	No
Clubhouse	Murrieta Road	48.1	3.1	25.0	No	23.1	46	No

[1] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).
[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise standards.
[3] Estimated minimum interior noise reduction.
[4] Does the required interior noise reduction trigger upgraded with a minimum STC rating of greater than 27?
[5] Estimated interior noise level with minimum STC rating for all windows.
"NR" = Noise reduction

Table XIII-5
SECOND FLOOR INTERIOR NOISE IMPACTS (CNEL)

Location	Roadway	Noise Level at Façade[1]	Required Interior NR[2]	Calculated Interior NR[3]	Upgraded Windows[4]	Interior Noise Level[5]	Threshold	Threshold Exceeded?
Building 2	Wilson Avenue	50.9	5.9	25.0	No	25.9	45.0	No
Building 3	Wilson Avenue	52.4	7.4	25.0	No	27.4	45.0	No
Building 1	Wilson Avenue	56.2	11.2	25.0	No	31.2	45.0	No
Building 3	Dale Street	57.4	12.4	25.0	No	32.4	45.0	No
Building 1	Dale Street	50.2	5.2	25.0	No	25.2	45.0	No
Building 3	Murrieta Road	49.5	4.5	25.0	No	24.5	45.0	No
Clubhouse	Murrieta Road	54.4	9.4	25.0	No	29.4	46.0	No

[1] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).
[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise standards.
[3] Calculated minimum interior noise reduction in second floor bedrooms (Table 5-2 of the NIA)
[4] Does the required interior noise reduction trigger upgraded with a minimum STC rating of 27?
[5] Estimated interior noise level with minimum STC rating for all windows.
"NR" = Noise reduction

Table XIII-6
THIRD FLOOR INTERIOR NOISE IMPACTS (CNEL)

Location	Roadway	Noise Level at Façade[1]	Required Interior NR[2]	Calculated Interior NR[3]	Upgraded Windows[4]	Interior Noise Level[5]	Threshold	Threshold Exceeded?
Building 2	Wilson Avenue	50.9	5.9	25.0	No	25.9	45.0	No
Building 3	Wilson Avenue	52.4	7.4	25.0	No	27.4	45.0	No
Building 1	Dale Street	57.2	12.2	25.0	No	32.2	45.0	No
Building 3	Dale Street	57.4	12.4	25.0	No	32.4	45.0	No
Building 1	Murrieta Road	50.1	5.1	25.0	No	25.1	45.0	No
Building 3	Murrieta Road	49.5	4.5	25.0	No	24.5	45.0	No
Clubhouse	Murrieta Road	54.4	9.4	25.0	No	29.4	46.0	No

[1] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning).
[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise standards.
[3] Calculated minimum interior noise reduction in second floor bedrooms (Table 5-2 of the NIA)
[4] Does the required interior noise reduction trigger upgraded with a minimum STC rating of 27?
[5] Estimated interior noise level with minimum STC rating for all windows.
"NR" = Noise reduction

Off-Site Transportation Noise Impacts

To assess the off-site transportation CNEL noise level impacts associated with the proposed project, noise contours were developed based on the TIA provided as Appendix 10b. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- Existing Conditions Without Project: This scenario refers to the existing present-day noise conditions without the proposed project.
  - Existing With Project: This scenario refers to the existing present-day noise conditions with the proposed project.

- Opening Year 2024 Without the Project: This scenario refers to cumulative near term noise conditions without the proposed project.
  - Opening Year 2024 Year With Project: This scenario includes all cumulative projects identified in the *Traffic Impact Analysis*.

- Horizon Year 2045 Without the Project: This scenario refers to Year 2045 cumulative noise conditions without the proposed project.
  - Horizon Year 2045 Year With Project: This scenario includes all cumulative projects identified in the *Traffic Impact Analysis*

Existing Project Traffic Noise Levels

Table XIII-7 shows the Existing without project conditions CNEL noise levels. The Existing without project exterior noise levels are expected to range from 53.6 to 71.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table XIII-8 shows the Existing plus project conditions will range from 54.1 to 71.8 dBA CNEL. Table XIII-9 shows that the project off-site traffic noise level increases will range from 0.0 to 1.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 4.2 of the NIA, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated project-related traffic noise levels.

Table XIII-7
EXISTING WITHOUT PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	71.8	66	143	307
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	68.6	RW	87	187
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	61.9	RW	RW	67
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.1	RW	11	24
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.6	RW	10	22
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.2	RW	10	21
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	63.0	14	30	64
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.7	13	28	61
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.1	RW	RW	13
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	56.7	RW	RW	20
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	55.2	RW	RW	16

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-8
EXISTING WITH PROJECT NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	73.3	84	180	388
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	69.6	RW	101	218
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	63.0	RW	37	79
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.3	5	12	25
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.7	5	11	23
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.2	5	10	21
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	63.2	14	30	65
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.9	13	29	62
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.3	3	6	14
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	56.8	4	9	20
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	55.3	3	7	16

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-9
EXISTING WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	71.7	71.8	0.1	1.5	No
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	68.5	68.6	0.1	1.5	No
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	61.8	61.9	0.1	3.0	No
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.0	58.1	0.1	5.0	No
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.1	57.6	0.5	5.0	No
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.1	57.2	0.1	5.0	No
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	62.6	63.0	0.4	3.0	No
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.6	62.7	0.1	3.0	No
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.1	54.1	0.0	5.0	No
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	55.5	56.7	1.2	5.0	No
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	53.6	55.2	1.6	5.0	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the project create an incremental noise level increase exceeding the significance criteria?

Opening Year 2024 Traffic Noise Level Increases

Table XIII-10 presents the Opening Year 2024 without Project conditions CNEL noise levels. The Opening Year 2024 without Project exterior noise levels are expected to range from 53.7 to 73.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table XIII-11 shows the Opening Year 2024 with Project conditions will range from 54.3 to 73.3 dBA CNEL. Table XIII-12 shows that the project off-site traffic noise level increases will range from 0.0 to 1.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 4.2 of the NIA, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated project-related traffic noise levels.

Table XIII-10
OPENING YEAR WITHOUT PROJECT 2024 NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	73.3	83	178	384
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	69.5	RW	100	216
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	62.9	RW	RW	78
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.2	RW	11	24
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.2	RW	10	21
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.2	RW	10	21
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	62.7	13	28	61
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.7	13	28	61
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.3	RW	RW	14
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	55.7	RW	RW	17
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	53.7	RW	RW	12

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-11
OPENING YEAR 2024 WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	73.3	84	180	388
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	69.6	RW	101	218
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	63.0	RW	37	79
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.3	5	12	25
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.7	5	11	23
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.2	5	10	21
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	63.2	14	30	65
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.9	13	29	62
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.3	3	6	14
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	56.8	4	9	20
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	55.3	3	7	16

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-12
EXISTING WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	73.3	73.3	0.0	1.5	No
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	69.5	69.6	0.1	1.5	No
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	62.9	63.0	0.1	3.0	No
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.2	58.3	0.1	5.0	No
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.2	57.7	0.5	5.0	No
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.2	57.2	0.0	5.0	No
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	62.7	63.2	0.5	3.0	No
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	62.7	62.9	0.2	3.0	No
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	54.3	54.3	0.0	5.0	No
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	55.7	56.8	1.1	5.0	No
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	53.7	55.3	1.6	5.0	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?

Horizon Year 2045 Traffic Noise Level Increases

Table XIII-13 presents the Horizon Year 2045 without Project conditions CNEL noise levels. The Horizon Year 2045 without Project exterior noise levels are expected to range from 54.1 to 74.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table XIII-14 shows the Horizon Year 2045 with Project conditions will range from 55.6 to 74.3 dBA CNEL. Table XIII-15 shows that the project off-site traffic noise level increases will range from 0.0 to 1.5 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Section 4.2 of the NIA, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated project-related traffic noise levels.

Table XIII-13
HORIZON YEAR WITHOUT PROJECT 2045 NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	74.3	96	207	446
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	71.0	59	126	272
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	63.7	RW	RW	89
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.6	RW	12	26
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.6	RW	11	23
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.6	RW	11	23
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	64.9	18	40	85
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	63.2	14	30	65
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	56.8	RW	RW	20
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	56.1	RW	RW	18
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	54.1	RW	RW	13

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-14
HORIZON YEAR WITH PROJECT 2045 NOISE CONTOURS

ID	Road	Segment	Receiving Land Use[1]	CNEL at Nearest Receiving Land Use (dBA)[2]	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	74.3	97	209	450
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	71.1	59	127	274
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	63.8	RW	RW	89
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.7	RW	12	27
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	58.1	RW	11	24
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.7	RW	11	23
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	65.2	19	41	89
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	63.3	14	31	66
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	56.8	RW	RW	20
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	57.2	RW	10	21
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	55.6	RW	RW	17

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the nearest receiving land use.
"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table XIII-15
HORIZON YEAR 2045 WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Redlands Ave.	n/o I-215NB Off Ramp	Non-Sensitive	74.3	74.3	0.0	1.5	No
2	Redlands Ave.	n/o San Jacinto Ave.	Sensitive	71.0	71.1	0.1	1.5	No
3	Redlands Ave.	n/o Dale St.	Non-Sensitive	63.7	63.8	0.1	3.0	No
4	Wilson Ave.	n/o San Jacinto Ave.	Non-Sensitive	58.6	58.7	0.1	5.0	No
5	Wilson Ave.	n/o Dale St.	Non-Sensitive	57.6	58.1	0.5	5.0	No
6	Wilson Ave.	n/o Driveway 1	Non-Sensitive	57.6	57.7	0.1	5.0	No
7	Murrieta Rd.	n/o San Jacinto Ave.	Non-Sensitive	64.9	65.2	0.3	3.0	No
8	Murrieta Rd.	n/o Driveway 2	Non-Sensitive	63.2	63.3	0.1	3.0	No
12	Dale St.	w/o Redlands Ave.	Non-Sensitive	56.8	56.8	0.0	5.0	No
13	Dale St.	e/o Redlands Ave.	Non-Sensitive	56.1	57.2	1.1	5.0	No
14	Dale St.	e/o Wilson Ave.	Non-Sensitive	54.1	55.6	1.5	5.0	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the project create an incremental noise level increase exceeding the significance criteria?

Operational Noise Analysis

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations resulting from the operation of the proposed Prairie View Multi-Family Residential Project. Figure XIII-3 identifies the noise source locations used to assess the operational noise levels.

Operational Noise Sources
Air Conditioning Units: To assess the noise levels created by the air conditioning units, reference noise levels were taken from equipment specifications for a 3-ton residential packaged air conditioning unit (Carrier 48VGB24). Each air conditioning unit was modeled as operating 45 minutes per hour during the daytime and 30 minutes during the nighttime. For this noise analysis, the air conditioning units are expected to be ground mounted adjacent to the proposed buildings. The air conditioning units are anticipated to be located 3 feet above the ground level. At a uniform reference distance of 50 feet, each unit would generate a reference noise level of 44.4 dBA L_{max}.

Parking Lot/Garage Activity: To describe the on-site parking lot activity, a long-term 29-hour reference noise level measurement was collected in the center of activity within the staff parking lot of an Amazon warehouse distribution center. At 50 feet from the center of activity, the parking lot produced a reference noise level of 60.2 dBA L_{max} and 56.1 dBA L_{eq}. Parking activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces in combination with car doors opening and closing.

Trash Enclosure Activity: To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the project site. The measured reference noise level at the uniform 50-foot reference distance is 71.1 dBA L_{max} and

56.8 dBA L_{eq} for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for each of the project buildings. Typical trash enclosure activities are estimated to occur for 5 minutes per hour.

Reference Noise Levels
To estimate the operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed project. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. The reference project operational noise levels are based on the project related noise sources shown on Figure XIII-3. The reference project operational sound power levels are summarized in Table XIII-16.

Table XIII-16
REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source[1]	Noise Source Height (Feet)	Min./Hour[3]		Reference Noise Level (dBA L_{eq})	Reference Noise Level (dBA L_{max})
		Day	Night	@ 50 Feet	@ 50 Feet
Air Conditioning Units[2]	3'	45	30	44.4	44.6
Parking Lot Vehicle Movements	5'	60	60	56.1	60.2
Trash Enclosure Activity	8'	10	10	56.8	71.1

[1] As measured by Urban Crossroads, Inc.
[2] Carrier 48VGB24 3-ton model packaged air conditioning unit.
[3] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the project site.
"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Operational Noise Levels
Using the reference noise levels to represent the proposed project operations that include air conditioning units, parking lot vehicle movements, and trash enclosure activities, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the project site and the project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table XIII-17 shows the project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 42.6 to 62.0 dBA L_{max}.

Table XIII-17
DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{max})					
	R1	R2	R3	R4	R5	R6
Air Conditioning Units	33.6	45.1	31.8	42.8	46.1	55.9
Parking Lot Vehicle Movements	30.1	34.3	38.8	35.4	35.5	38.5
Trash Enclosure Activity	41.7	49.6	51.9	52.3	49.3	60.7
Total (All Noise Sources)	**42.6**	**51.0**	**52.1**	**52.8**	**51.1**	**62.0**

[1] See Figure XIII-3 for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1 of the NIA.

Table XIII-18
NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source[1]	Operational Noise Levels by Receiver Location (dBA L_{max})					
	R1	R2	R3	R4	R5	R6
Air Conditioning Units	33.6	45.1	31.8	42.8	46.1	55.9
Parking Lot Vehicle Movements	29.1	33.3	37.8	34.4	34.5	37.5
Trash Enclosure Activity	37.7	45.6	47.9	48.4	45.4	56.7
Total (All Noise Sources)	**39.5**	**48.5**	**48.4**	**49.6**	**48.9**	**59.4**

[1] See Figure XIII-3 for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1 of the NIA.

Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Perris exterior noise level standards at nearby noise-sensitive receiver locations. Table XIII-19 shows the operational noise levels associated with Prairie View Multi-Family Residential Project will satisfy the City of Perris 80 dBA L_{max} daytime and 60 dBA L_{eq} nighttime exterior noise level standards at the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

Table XIII-19
OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location[1]	Project Operational Noise Levels (dBA L_{max})[2]		Noise Level Standards (dBA L_{max})[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	42.6	39.5	80.0	60.0	No	No
R2	51.0	48.5	80.0	60.0	No	No
R3	52.1	48.4	80.0	60.0	No	No
R4	52.8	48.4	80.0	60.0	No	No
R5	51.1	45.4	80.0	60.0	No	No
R6	62.0	56.7	80.0	60.0	No	No

[1] See Figure XIII-2 for the receiver locations.
[2] Proposed project operational noise levels as shown on Table XIII-16.
[3] City of Cathedral City Municipal Code, 11.96.303 (Appendix 3.1 of the NIA)
[4] Do the estimated project operational noise source activities exceed the noise level standards?
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Operational Noise Level Increases

To describe the project operational noise level increases, the project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \ldots 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the project-operational and existing ambient noise levels. The difference between the combined project and ambient noise levels describes the project noise level increases to the existing ambient noise environment.

Noise level increases are assessed at location where existing receivers would experience an increase in ambient noise levels. In this analysis, R6 is undeveloped and represents a property line and used for determining compliance with the City of Perris noise level limits and other property line standards. Therefore, since no existing receiver is present to experience an increase in noise levels and R6 is not evaluated against the increase criteria shown above.

As indicated on Table XIII-20, the project will generate an unmitigated daytime operational noise level increase ranging from 0.0 to 1.1 dBA L_{max} at the nearest receiver locations. project-related daytime operational noise level increases are predicted to satisfy the noise level increase significance criteria presented on Table XIII-1. Table XIII-21 shows that the project will generate an unmitigated nighttime operational noise level increase ranging from 0.0 to 0.1 dBA L_{max} at the nearest receiver locations. Therefore, the incremental project operational noise level increases are considered *less than significant* at all receiver locations.

Table XIII-20
DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	42.6	L1	52.3	52.7	0.4	5.0	No
R2	47.3	L2	72.9	72.9	0.0	1.5	No
R3	48.2	L3	53.7	54.8	1.1	5.0	No
R4	49.0	L4	61.6	61.8	0.2	3.0	No
R5	47.5	L5	58.2	58.6	0.4	5.0	No

[1] See Figure XIII-2 for the receiver locations.
[2] Total project daytime operational noise levels as shown on Table XIII-17.
[3] Reference noise level measurement locations as shown on Figure XIII-1.
[4] Observed daytime ambient noise levels as shown on Table XIII-1.
[5] Represents the combined ambient conditions plus the project activities.
[6] The noise level increase expected with the addition of the proposed project activities.

Table XIII-21
NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

Receiver Location[1]	Total Project Operational Noise Level[2]	Measurement Location[3]	Reference Ambient Noise Levels[4]	Combined Project and Ambient[5]	Project Increase[6]	Increase Criteria	Increase Criteria Exceeded?
R1	30.2	L1	52.3	52.3	0.0	5.0	No
R2	39.4	L2	72.9	72.9	0.0	1.5	No
R3	37.3	L3	53.7	53.8	0.1	5.0	No
R4	38.8	L4	61.6	61.6	0.0	3.0	No
R5	40.2	L5	58.2	58.3	0.1	5.0	No

[1] See Figure XIII-2 for the receiver locations.
[2] Total project nighttime operational noise levels as shown on Table XIII-17.
[3] Reference noise level measurement locations as shown on Figure XIII-1.

[4] Observed nighttime ambient noise levels as shown on Table XIII-1.
[5] Represents the combined ambient conditions plus the project activities.
[6] The noise level increase expected with the addition of the proposed project activities.

Construction Noise Analysis

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the project. Figure XIII-4 shows the construction activity boundaries in relation to the nearby sensitive receiver locations previously described. The City of Perris Municipal Code Section 7.34.060, states that the permitted hours of construction activity are 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday) and that the noise level standard of 80 dBA L_{max} at residential properties shall apply to the noise-sensitive receiver locations located in the City of Perris.

Table XIII-22
TYPICAL CONSTRUCTION REFERENCE NOISE LEVELS

Construction Stage	Reference Construction Activity[1]	Reference Noise Level @ 50 Feet (dBA L_{max})[1]	Highest Reference Noise Level (dBA L_{max})
Site Preparation	Crawler Tractors	81	81
	Hauling Trucks	75	
	Rubber Tired Dozers	75	
Grading	Graders	83	83
	Excavators	68	
	Compactors	74	
Building Construction	Cranes	75	76
	Tractors	76	
	Welders	69	
Paving	Pavers	73	76
	Paving Equipment	72	
	Rollers	76	
Architectural Coating	Cranes	75	75
	Air Compressors	71	
	Generator Sets	70	

[1] Update of Noise Database for Prediction of Noise on Construction and Open Sites by the Department for Environment, Food and Rural Affairs (DEFRA) expressed in maximum noise levels L_{max} based on estimated usage factors from the FHWA Roadway Construction Noise Model (RCNM).

Typical Construction Noise Analysis
Table XIII-23 shows the project construction equipment reference noise levels used in this analysis and the resulting project-related construction noise levels at each receiver location when the highest reference noise level is operating at a single point nearest each sensitive receiver location. Table XIII-23 shows that the project-related construction noise levels will range from 58.6 to 75.8 dBA L_{max} at the sensitive receiver locations in the City of Perris.

Typical Construction Noise Level Compliance
To evaluate whether the project will generate potentially significant short-term noise levels at nearest residential receiver locations, a construction-related daytime noise level threshold of 80 dBA L_{max} is used as the City's threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest residential receiver locations will satisfy the daytime 80 dBA L_{max} significance threshold during project construction activities as shown on Table XIII-2. Therefore, the noise impacts due to project construction noise is considered *less than significant*.

Table XIII-23
CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[2]
R1	55.1	58.6	56.5	52.2	50.8	58.6
R2	63.6	67.1	65.0	60.7	59.3	67.1
R3	63.8	67.3	65.2	60.9	59.5	67.3
R4	62.1	65.6	63.5	59.2	57.8	65.6
R5	63.7	67.2	65.1	60.8	59.4	67.2
R6	72.3	75.8	73.7	69.4	68.0	75.8

[1] Noise receiver locations are shown on Figure XIII-4.
[2] Construction noise level calculations based on distance from the construction activity, which is measured from the project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 11.1 of the NIA.

Table XIII-24
TYPICAL CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})			
	Highest Construction Noise Levels[2]	Land Use	Threshold[3]	Threshold Exceeded?[4]
R1	58.6	School	80	No
R2	67.1	Park	80	No
R3	67.3	Residential	80	No
R4	65.6	Residential	80	No
R5	67.2	Residential	80	No
R6	75.8	Residential	80	No

[1] Noise receiver locations are shown on Figure XIII-4.
[2] Highest construction noise level operating at the project site boundary to nearby receiver locations (Table XIII-23).
[3] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[4] Do the estimated project construction noise levels exceed the construction noise level threshold?

Summary of Significance Findings

The results of this Prairie View Apartments Noise Impact Analysis are summarized below based on the significance criteria outlined at the beginning of this Subsection consistent with Appendix G of the CEQA Guidelines. Table XIII-25 shows the findings of significance for each potential noise impact under CEQA before and after any required mitigation measures described below.

Table XIII-25
SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Significance Findings	
	Unmitigated	Mitigated
On-Site Traffic Noise	*Less Than Significant*	*None Required*
Off-Site Traffic Noise	*Less Than Significant*	*None Required*
Operational Noise	*Less Than Significant*	*None Required*
Construction Noise	*Less Than Significant*	*None Required*

b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The Federal Transit Association (FTA) Assessment states that in contrast to airborne noise, groundborne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. To analyze vibration impacts originating from the operation and construction of the Prairie View Project, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Perris does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*[12], (9 p. 38) Table 19, vibration damage is used in this noise study to assess potential temporary construction-related impacts at adjacent building locations.

The construction vibration damage potential criteria include consideration of the building conditions. Table 3-2 of the Caltrans *Transportation and Construction Vibration Guidance Manual* describes the maximum acceptable transient and continuous vibration building damage potential levels by structure type and condition. The existing buildings adjacent to the project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

Typical Construction Vibration Analysis

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 11-4. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for building damage using the following vibration assessment methods defined by the

[12] https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Caltrans. To describe the vibration impacts that Caltrans provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

Table XIII-26
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table XIII-26 presents the expected project related vibration levels at the nearest receiver locations. R6 is not assessed as it does not represent a location of an actual receiver as there is no existing or proposed building at or near the location. At distances ranging from 75 to 841 feet from project construction activities, construction vibration velocity levels are estimated to range from less than 0.00 to 0.017 PPV (in/sec). Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) for older residential buildings, the typical project construction vibration levels will satisfy the building damage thresholds at all receiver locations. In addition, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the project site boundaries.

Table XIII-27
CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	841'	0.000	0.000	0.000	0.000	0.000	0.30	No
R2	79'	0.001	0.006	0.014	0.016	0.016	0.30	No
R3	134'	0.000	0.003	0.006	0.007	0.007	0.30	No
R4	98'	0.000	0.005	0.010	0.011	0.011	0.30	No
R5	75'	0.001	0.007	0.015	0.017	0.017	0.30	No

[1] Construction receiver locations are shown on Figure XIII-4.
[2] Distance from receiver location to project construction boundary.
[3] Based on the Vibration Source Levels of Construction Equipment (Table XIII-26).
[4] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Tables 19, p. 38
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity

c. *Less Than Significant Impact* – The March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 5.5 miles northwest of the project site boundary. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP)[13] includes the policies for determining the land use compatibility of the project. The MARB/IPA, Map MA-1, provided as Figure XIII-5 indicates that the project site is located within Compatibility Zone C2, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate noise impact, and is outside the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic

[13] https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf

Compatibility Criteria, listed in Table MA-2 of the MARB/IPA LUCP, noise sensitive outdoor uses are permitted.

The project site is located approximately 1.5 miles northeast of the Perris Valley Aviation Airport. This places the project site approximately 1.0-mile northeast of the Perris Valley Aviation Airport 55 dBA CNEL noise contour according to Map PV-3 of *Appendix A, Proposed Perris Valley Airport Land Use Compatibility Plan,* of the *Riverside County Airport Land Use Plan Policy Document (July 2010)*. Table 2A of the *Riverside County Airport Land Use Plan Policy Document* shows that residential land uses located outside the 55 dBA CNEL noise level contour of Perris Valley Aviation Airport, such as the project, are considered *normally compatible land use*, and thus, implementation of the proposed project would have a less than significant potential to expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – The proposed Prairie View Project would convert vacant land to contain 287 multi-family dwelling units located within the City of Perris within the City's multi-family residential land use designation. The project will develop 12 apartment buildings and 4 amenities buildings. The Southern California Association of Government (SCAG) 2019 Local Profile for the City of Perris indicates that the 2018 population was 77,837.[14] The SCAG Connect SoCal Demographics and Growth Forecast (2020) projects an estimated City population of 121,000 by the year 2045.[15] The SCAG 2019 Local Profile for the City of Perris indicates that the average household size is 4.3 persons. As such, the development of 287 multi-family housing units is anticipated to house 1,234 persons. Given that the current population of the City of Perris is over 40,000 persons less than the projected 2045 population, and about 64,000 persons less than the City of Perris General Plan build-out population projection of 142,000 persons, the potential for an additional 1,234 residents within the City of Perris is considered less than significant as the project represents only about 1.9% of the potential growth anticipated between the present population and the City's projected build-out population.

Additionally, the SCAG Connect SoCal Demographics and Growth Forecast (2020) projects that the total number of households within the City by 2045 will be 33,800, while the SCAG 2019 Local Profile for the City indicates that the total number of households within the City is 17,881, while the City's General Plan EIR indicates that the buildout population is anticipated to accommodate as many as 26,000 households. As such, the addition of 287 residential units would be well within the projected number of households that would be anticipated to be developed in the next 20 years. These units would contribute to the housing needs within the City, which, as determined by the SCAG 6th Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan,[16] and as stated under Subsection XI, Land Use, above, was determined to be 7,786 units.[17] Given the above, the proposed project would not induce population growth beyond that which has been planned for in the City General Plan or SCAG planning documents, or that can be accommodated by the project and the City. Therefore, impacts would be less than significant. No mitigation is required.

[14] https://scag.ca.gov/sites/main/files/file-attachments/perris_localprofile.pdf?1606013516
[15] https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579
[16] According to SCAG, "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs."; The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.
[17] http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf;

b. *No Impact* – No occupied residences homes are located on the vacant project site; therefore, implementation of the proposed project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant Impact* – The proposed project site is served by the Riverside County Fire. The closest station to the proposed project site is Station 101, and is located on 105 S F St, Perris, CA 92570, approximately one- mile west/southwest of the project site. According to the City General Plan EIR, fire protection for the City at buildout should be feasible based on the existing fire stations, with perhaps some additional equipment. The proposed project will incrementally add to the existing demand for fire protection services. Cumulative impacts are mitigated through the City of Perris Ordinance No. 1182, which establishes a developer impact fee (DIF) to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. As such, the proposed project would be required to contribute the applicable fire fee in compliance with Ordinance No. 1182, which would offset this incremental demand for fire protection services, the proposed project would not contribute significant demand for fire protection services. Additionally, the proposed project would be required to comply with Riverside County Fire Department requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as fire code requirements is sufficient to minimize fire protection impacts. In addition, all water facilities that serve the project would be required by the city to be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department. Therefore, through payment of the DIF and compliance with Riverside County Fire Department requirements, the potential impacts to City of Perris fire protection as a result of project implementation would be less than significant.

b. *Less Than Significant Impact* – The proposed project would be served by law enforcement services provided by the City of Perris Police Department, which contracts with the Riverside County Sheriff. The proposed project will incrementally add to the existing demand for police protection services. Cumulative impacts are mitigated through the City of Perris Ordinance No. 1182, which, as stated above, establishes a DIF to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. As such, the proposed project would be required to contribute the applicable police protection fee in compliance with Ordinance No. 1182, which would offset this incremental demand for police protection services, the proposed project would not contribute

significant demand for police protection services. Therefore, through payment of the DIF, the potential impacts to City of Perris police protection as a result of project implementation would be less than significant.

c. *Less Than Significant Impact* – The proposed project would develop 287 apartment units, and would likely generate a new demand for school services within the area. The proposed project is located within the following school districts: the Perris Union High School District (PUHSD) and the Perris Elementary School District (PESD). The estimated school generation rates for the project are as follows based on the generation rates included in the City GPEIR:

- The project would generate between about 104 K-5 students at a student generation rate for multi-family units of 0.3633.
- The project would generate between about 34 Middle School students at a student generation rate of 0.12.
- The project would generate between about 46 High School students at a student generation rate of 0.16.

Students would attend Sky View Elementary about 0.3 miles from the proposed project site, Pinacate Middle School about 2.2 miles from the project site, and Perris High School, about 1 mile from the project site. According to the City GPEIR, these schools have historically been overpopulated, though according to a review of the California Office of Planning and Research CEQAnet Web Portal[18], the PUHSD has obtained CEQA approvals for both a new high school and new middle school that have not yet been developed. As required by Government Code Section 65995, the project would be required by state law to pay the required DIF towards the cost to offset impacts from the students that would be generated by the project, which requires a mitigation payment per square foot of residential development. The DIF mitigation program of the PUHSD and PESD adequately mitigates the impacts of the proposed project in accordance with current state law. Since this is a mandatory requirement, no additional mitigation measures are required to reduce school impacts of the proposed project to a less than significant level.

d. *Less Than Significant Impact* – The proposed project would develop 287 apartment units, and would likely generate a new demand for parks and recreation. However, the project does include the following park/recreation related and other amenities: a community center, lease office, club house, and a fitness building. The City currently operates 24 parks. The proposed project is located adjacent to Patriot Park, and is also located less than 500 feet away from the Bob Long Park and Skydive Baseball Parks, which each offer baseball fields. The City recently adopted Resolution 5141 that imposes DIF on new residential development pursuant to the Mitigation Fee Act (Government Code Section 66000, et seq.) and Perris Municipal Code Section 19.68.020, which would fund necessary public improvements required as the population of the City grows. The DIF contains a component dedicated to parks and recreation. As such, the proposed project would be subject to payment to these parks funding mechanisms, which is deemed adequate to offset the incremental increase in demand for park facilities from implementation of the proposed project. Given that the proposed project would contribute DIF and Quimby Ordinance fees, and that it would not in and of itself reduce the acreage of parks available to residents of the City, the proposed project would have a less than significant impact under this issue. No mitigation is required.

e. *Less Than Significant Impact* – As stated above, the proposed project will install amenities, some of which may be considered other public facilities that will accommodate many of the project residents' needs. The City of Perris contracts with the Riverside County Public Library System and provides library services at several area libraries including the Cesar E. Chavez Library located at 163 E San Jacinto Ave, Perris, CA 92570. As stated above, the City recently adopted Resolution 5141 that imposes DIF on new residential development pursuant to the Mitigation Fee Act and Perris Municipal Code Section 19.68.020. The DIF contains a component dedicated to library services. As such, the proposed project would be subject to payment to these library funding mechanisms, which is deemed

[18] https://ceqanet.opr.ca.gov/

adequate to offset the incremental increase in demand for library services from implementation of the proposed project.

In regards to healthcare facilities, the City's GPEIR indicates that the Office of Statewide Health Planning and Development (OSHPD) suggests that new healthcare facilities are developed in response to perceived market demand by free enterprise. The project area is served by various urgent care facilities, healthcare providers, and hospitals, including the Lakeside Hospital about 2 miles north of the project site. Given the above, the proposed project would not result in a significant demand for new or expanded healthcare facilities. As such, impacts under this issue are less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would 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?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant Impact* – As addressed in the discussion under XIV, Population and Housing, and XV(d) above, the proposed project would develop 287 apartments, and as such may induce population, though not substantially. As stated in the discussion under Population and Housing, an estimated 1,234 persons may reside at the new Prairie View Project site. The Prairie View Project includes park- and recreation-like amenities that would support some of the new residents' park and recreation needs. These onsite amenities include: a community center, lease office, club house, and a fitness building. The City currently operates 24 parks. The proposed project is located adjacent to Patriot Park, and is also located less than 500 feet away from the Bob Long Park and Skydive Baseball Parks, which each offer baseball fields. Additionally, the proposed project will be required to comply with the payment of required DIF fees to enhance park and recreation facilities within the City. The City GPEIR suggests that adherence to the City General Plan Open Space Element Implementation Measures, and the procedures by which new parkland would be developed to meet increased resident demand, is sufficient to minimize impacts due to increased area demand on park and recreational facilities in the City. These parks and recreation funding mechanisms will offset the incremental increase in demand for park and recreation facilities from implementation of the proposed project. Thus, with the above provisions, the proposed project will not generate a substantial increase in residents of the City who would significantly increase the use of existing recreational facilities. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

b. *Less Than Significant Impact* – The proposed project consists of the 287 apartments in the City of Perris. The project will not include any recreational facilities beyond those installed for resident and resident guest use only. The site currently is vacant, with no existing recreational facilities on the project site, and is designated for multi-family residential use. As described throughout this Initial Study, the construction of the proposed Prairie View Project would not cause a significant adverse physical effect on the environment under any issue. As a result, no recreational facilities beyond the minor facilities proposed to be provided for resident use only are required to serve the project, thus any impacts under this issue are considered less than significant. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
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 inter-sections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the *Prairie View Apartments Traffic Analysis* (TA) prepared by Urban Crossroads dated August 22, 2022. This TA is provided as Appendix 10b to this Initial Study. Additionally, Urban Crossroads prepared the Scoping Agreement and Vehicle Miles Traveled (VMT) Screening Criteria Analysis for this project, it dated January 27, 2022 and provided as Appendix 10a.

a. *Less Than Significant With Mitigation Incorporated* – The proposed Prairie View Multi-Family Residential Project will consist of 287 multi-family residential dwelling units. The project is anticipated to be constructed in one phase by the year 2024. According to the VMT and Scoping Agreement prepared by Urban Crossroads and provided as Appendix 10b, the project is estimated to generate a total of 1,304 trip-ends per day on a typical weekday with approximately 106 AM peak hour trips and 112 PM peak hour trips.

TA Analysis Scenarios

Existing Traffic Conditions (2022)
Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Local schools were in session with in-person instruction at the time of the traffic counts. Traffic counts were conducted in February 2022 based on vehicle classification.

Existing Plus Project Conditions
The E+P conditions analysis determine the potential circulation system deficiencies based on a comparison of the E+P traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the project. Cumulative development projects and ambient growth are not included for E+P traffic conditions.

Opening Year Cumulative Conditions (2022)
The Opening Year Cumulative (2024) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for growth in traffic between Existing (2022) traffic conditions and the Project Opening Year Cumulative (2024), a growth rate of 4.04 percent was assumed (2.0 percent per year, compounded annually over 2 years). The roadway network is similar to Existing conditions except for new connections to be constructed by the project. Conservatively, this TA adds traffic generated by other known or probable related projects to the existing baseline condition, although it may not be feasible that these projects would be completed within the year. The resulting traffic growth utilized in the TA (traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2022 traffic conditions.

Horizon Year (2045) Conditions
Traffic projections for Horizon Year (2045) conditions were derived from the County of Riverside refined version of the Riverside County Transportation Analysis Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the City of Perris agency) General Plan.

Study Area

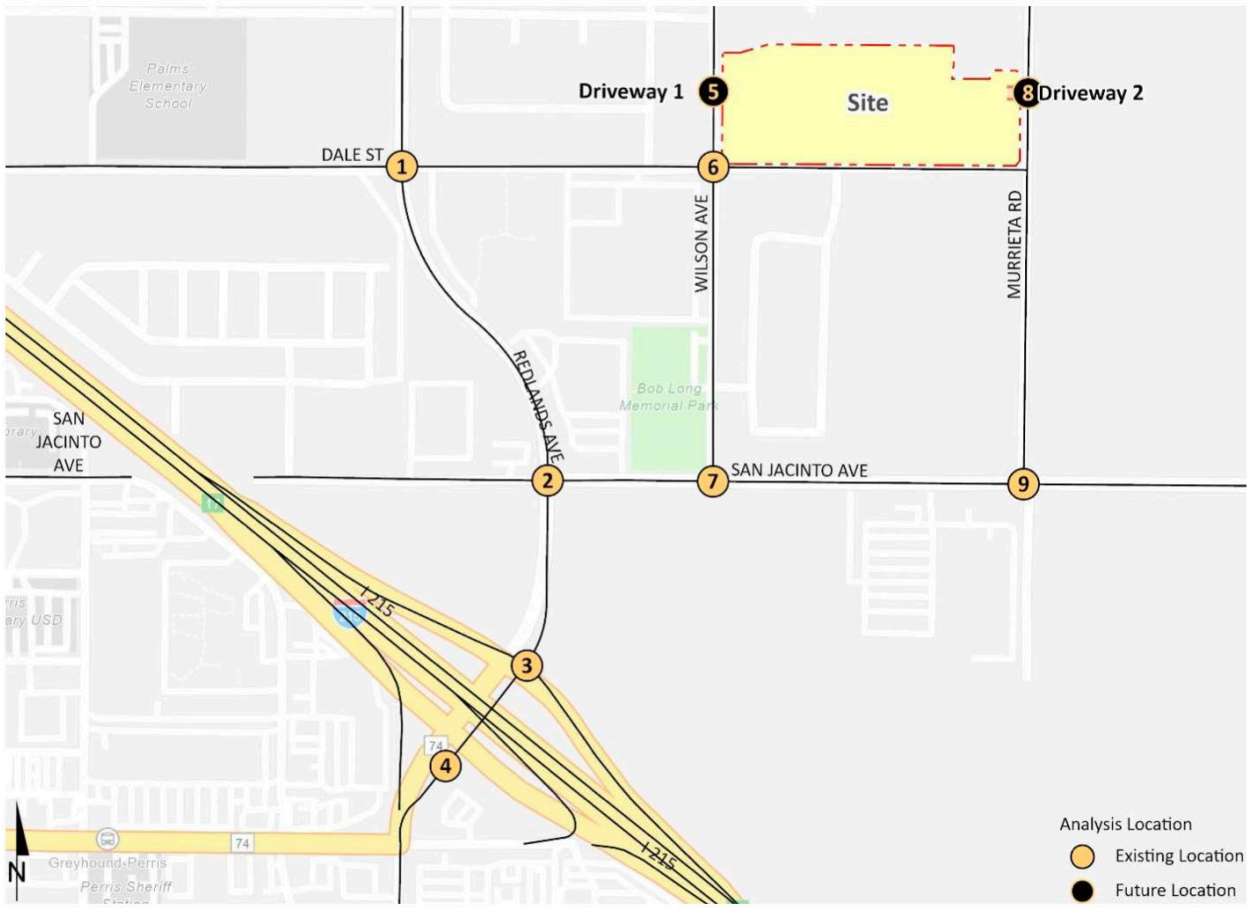
The 9 study area intersections shown on Exhibit XVII-1 and listed in Table XVII-1 were selected for evaluation in this TA based on consultation with City of Perris staff. At a minimum, the study area includes intersections where the project is anticipated to contribute 50 or more peak hour trips per the County's traffic study guidelines. The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County (including the City of Perris) for estimating a potential area of influence (i.e., study area).

The intent of a CMP is to more link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and most recently updated in 2019 as part of the Riverside County Long Range Transportation Study. The Riverside County Transportation Commission (RCTC) adopted the 2019 CMP for the County of Riverside in December 2019. There are no study area intersections identified as a Riverside County CMP intersections.

Table XVII-1
INTERSECTION ANALYSIS LOCATIONS

# Intersection	Jurisdiction	CMP?
1 Redlands Av. & Dale St.	City of Perris	No
2 Redlands Av. & San Jacinto Av.	City of Perris	No
3 Redlands Av. & I-215 NB Ramps	City of Perris, Caltrans	No
4 Redlands Av. & I-215 SB Ramps	City of Perris, Caltrans	No
5 Wilson Av. & Driveway 1	City of Perris	No
6 Wilson Av. & Dale St.	City of Perris	No
7 Wilson Av. & San Jacinto Av.	City of Perris	No
8 Murrieta Rd. & Driveway 2	City of Perris	No
9 Murrieta Rd. & San Jacinto Av.	City of Perris	No

Exhibit XVII-1: Study Area



Results

Intersection Analysis
LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2045) Without Project conditions. The following study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours:

- Redlands Avenue & San Jacinto Avenue (#2) – LOS F AM and PM peak hours
- Wilson Avenue & San Jacinto Avenue (#7) – LOS F AM and PM peak hours
- Murrieta Road & San Jacinto Avenue (#9) – LOS F AM and PM peak hours

The addition of project traffic is not anticipated to result in any new deficiencies from those identified under Horizon Year (2045) Without Project traffic conditions. Refer to Appendix 10b.

Traffic Signal Warrants Analysis
Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized study area intersections currently meet a traffic signal warrant for Existing (2022) traffic conditions (refer to Appendix 10b), though there are no additional unsignalized study area intersections anticipated to meet a traffic signal warrant under Horizon Year (2045) Without Project or With Project traffic conditions, in addition to the intersections identified below.

- Wilson Avenue & San Jacinto Avenue (#7) Murrieta Road & San Jacinto Avenue (#9)

Queuing Analysis
Queuing analysis findings for Horizon Year (2045) indicate that there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows with the addition of project (Project Buildout) traffic. Refer to Appendix 10b.

City of Perris Deficiency Criteria
There are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for Horizon Year (2045) traffic conditions. As such, no improvements have been identified. Refer to Appendix 10b.

Fair Share Contribution

The City has an established, proven track record with respect to implementing the City's Development Impact Fee (DIF) Program. Many of the roadway segments and intersections included within the study area for this Traffic Impact Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under this Program, as a result of the City's continual monitoring of the local circulation system, the City ensures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, for the applicable deficient study area intersection are provided in Table XVII-2. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Table XVII-2
PROJECT FAIR SHARE CALCULATION

Intersection	Existing	Project	2045 With Project	Total New Traffic	Project % of New Traffic[1]
2 Redlands Av. & San Jacinto Av.					
AM:	2423	62	4860	2437	2.59%
PM:	2600	81	5060	2460	**3.29%**
7 Wilson Av. & San Jacinto Av.					
AM:	1396	41	2473	1077	3.8%
PM:	1386	67	2720	1334	**5.0%**
9 Murrieta Rd. & San Jacinto Av.					
AM:	1124	49	2483	1359	3.6%
PM:	1175	84	2385	1210	**6.9%**

[1]**BOLD =** Highest fair share percentage is highlighted.

Off-Site Recommendations
The recommended improvements needed to address the cumulative deficiencies identified under Existing (2022), E+P, Opening Year Cumulative (2024), and Horizon Year (2045) traffic conditions are summarized in Table XVII-2. For those improvements listed in Table XVII-3 and not constructed as part of the project, the Applicant's responsibility for the project's contributions towards deficient intersections is fulfilled through payment of fair share and/or fees. Table XVII-3 also summarizes the

applicable cost associated with each of the recommended improvements. The costs have been estimated using the data provided in Appendix "G" of the CMP (2003) for preliminary construction costs. Appendix "G" of the CMP (2003) has been provided in Appendix 10b.

Table XVII-3
SUMMARY OF IMPROVEMENTS AND ROUGH ORDER OF MAGNITUDE COSTS

Intersection	Jurisdiction	Overall Recommended Improvements	Improvements in TUMF?[1]	Project Responsibility [2]	Total Cost[4]	Project Fair Share[3]	Fair Share Cost-[6]
2 Redlands Av. & San Jacinto Av.	City of Perris	- Add 2nd NB right lane	NO	Fair Share	$83,700	**3.29%**	$2,755.98
		- Modify the TS to implement NB/EB right turn lanes with overlap phasing	NO	Fair Share	$8,370		$276
		- Modify signal timing with a 140/150- second cycle length during the peak hours	NO	Fair Share	$8,370		$276
					$100,440		**$3,307**
7 Wilson Av. & San Jacinto Av.	City of Perris	- Add 2nd WB through lane by restriping	NO	Fair Share	$41,850	**5.0%**	$2,102
		- Add EB left lane	NO	Fair Share	$83,700		$4,204
		- Install a traffic signal	NO	Fair Share	$600,00		$30,135
					$725,550		**$36,441**
9 Murrieta Rd. & San Jacinto Av.	City of Perris	- Install a traffic signal	NO	Fair Share	$600,000	**6.9%**	$41,653
		- Add 2nd EB through lane by restriping	NO	Fair Share	$25,000		$1,736
		- Add 2nd WB through lane	NO	Fair Share	$301,320		$20,918
					$926,320		**$64,307**
					$1,752,310		**$104,054**

1 Improvements included in TUMF fee program. Although identified as a TUMF facility, the improvement is not currently identified on the Central Zone 5-Year Transportation Improvement Program Amendment (2021).
2 Identifies the project's responsibility to construct an improvement or contribute fair share or fee payment towards the implementation of the improvements shown. If identified as a project construct obligation, then no fair share has been identified.
3 Program improvements constructed by project may be eligible for fee credit, at discretion of the County. The highest peak hour fair share percentage for each intersection, as shown in Table 8-1, has been utilized.
4 Costs have been estimated using the data provided in Appendix "G" of the CMP (2003) for preliminary construction costs. A growth factor of 1.674 has been utilized to reflect 2022 costs.
5 Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially with in the City of Perris.
6 Rough order of magnitude cost estimate.

TRAN-1 ***The Applicant shall contribute a fair share contribution to the City to contribute to intersection improvements at the following intersections, in the percentages provided thereafter:***

- ***Redlands Av. & San Jacinto Av.***
  - ***Project Fair Share Contribution: 3.29%***
- ***Wilson Av. & San Jacinto Av.***
  - ***Project Fair Share Contribution: 5.0%***
- ***Murrieta Rd. & San Jacinto Av.***
  - ***Project Fair Share Contribution: 6.9%***

Site Adjacent and Site Access Recommendations

The following recommendations provided in the mitigation measure below are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed project. The site adjacent recommendations are shown on Figure XVII-1.

TRAN-2 ***The Applicant shall implement the following recommendations to accommodate side access and maintain acceptable peak hour operations for the proposed project:***

- ***Recommendation 1 – Wilson Avenue & Driveway 1 (#5) – The following improvements shall be implemented to accommodate site access:***
  - ***Project shall install a stop control on the westbound approach. The driveway should be restricted to exiting traffic only.***
- ***Recommendation 2 – Murrieta Road & Driveway 2 (#8) – The following improvements shall be implemented to accommodate site access:***
  - ***Project shall install a stop control on the eastbound approach. The driveway should allow full-access movement.***
- ***Recommendation 3 – Murrieta Road – The following improvements shall be implemented to accommodate site access:***
  - ***Project shall construct Murrieta Road at its ultimate width as a Major Collector (78-foot right-of-way) from Dale Street to the northern project boundary consistent with the City's standards.***
- ***Recommendation 4 – Wilson Avenue – The site adjacent roadway appears to be built to its ultimate General Plan curb-to-curb width adjacent to the project. However, the project shall improve the curb-and-gutter, sidewalks, and landscape along the frontage in addition to accommodating improvements to facilitate site access at the driveway.***

On-site traffic signing and striping shall be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the project site.

Sight distance at each project access point shall be reviewed with respect to standard Caltrans and City of Perris sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

With implementation of the above mitigation measures, which ensure that the Applicant shall contribute to intersection improvements necessary to remedy intersections that would be impacted by project generated traffic and accommodate site access and maintain acceptable peak hour operations for the proposed project, the project would have a less than significant impact on the roadway circulation system.

Alternative Modes of Transportation Analysis

The project site is located in an area served by existing sidewalk and bike lanes. Field observations indicate nominal pedestrian and bicycle activity within the project area. As shown on Figure XVII-2, pedestrian facilities are built out along Dale Street, Wilson Avenue, Redlands Avenue, and portions of San Jacinto Avenue and Murrieta Road. The project will be required to improve the adjacent sidewalk/curb/gutter to City Standards, which will ensure that development of the project will not adversely impact pedestrian facilities. There is a Class II bike lane along portions of Wilson Avenue, a Class I path along Murrieta Road, and a Class IV bikeway along portions of San Jacinto Avenue. Bike paths are not anticipated to be interrupted by the construction of any off-site improvement. The project area is currently served by Riverside Transit Agency (RTA). RTA Route 30 runs along Redlands Avenue. The transit route is illustrated on Figure XVII-3. As shown, there are no existing

routes that run immediately adjacent to the project. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The proposed project is not anticipated to create a significant new demand for transit service. Furthermore, the proposed project would not impact existing transit routes. As such, it is not anticipated the project will result in a significant increase in demand for alternative transportation systems, and will be adequately served by existing systems in the vicinity of the project site. Finally, the project will involve site improvements and improvements to the adjacent sidewalk and roadway. Thus, the proposed project is anticipated to have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts are therefore considered less than significant with mitigation incorporated.

b. *Less Than Significant With Mitigation Incorporated*= – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) for transportation impact evaluation. For the purposes of this analysis the recommended VMT analysis methodology and thresholds identified within the Technical Advisory and the City's new analysis methodology have been used.

It is our understanding that the City of Perris utilizes the Western Riverside Council of Governments VMT Impact Screening Tool (Screening Tool). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects.

Project Screening

The VMT Screening Criteria are as follows:

A.	Is the project 100% affordable housing?	No
B.	Is the project within 1/2 mile of qualifying transit?	No
C.	Is the project a local serving land use?	No
D.	Is the project in a low VMT area?	No
E.	Are the project's Net Daily Trips less than 500 ADT?	No

The proposed project does not meet any of the above screening criteria. The Citywide VMT averages are:

Citywide Home-Based	VMT	=	15.05 VMT/Capita
Citywide Employment-Based	VMT	=	11.62 VMT/Employee

The VMT rate for the project Traffic Analysis Zone (TAZ) for residential uses is as follows:

VMT Rate for project TAZ: 16.30 VMT per Capita for Residential Land Uses

Based on the above, the proposed project would exceed the City of Perris Home-Based VMT of 15.05 VMT per Capita, as it would contribute 16.30 VMT per Capita. In order to reduce the project's VMT per Capita contributions to at or below the City's VMT Threshold of 15.05 VMT/Capita, mitigation is required.

TRAN-3 ***The project development as proposed shall implement the California Air Pollution Control Officer's Association (CAPCOA) 2010 "Quantifying Greenhouse Gas Mitigation Measures" VMT reduction strategy "LUT-3: Increase Diversity of Land Uses". This strategy is estimated to reduce VMT by 13.13% when applied to this project.***

- ***In order for this reduction strategy to be applicable to the project development as proposed, the project must have at least three of the following on site and/or offsite within a ¼-mile radius of the project site: Residential Development, Retail Development, Park, Open Space, or Office. Utilizing the calculations provided in the CAPCOA,[19] the project is projected to meet this requirement and reduce VMT by 13.23%.***

Implementation of MM **TRAN-3** would reduce VMT by 13.23% when applied to the Prairie View Multi-Family Project. With the consideration of the higher density the project is proposing, the VMT per capita is reduced by 13.23%, which would bring the project VMT per capita below the City's impact threshold. Thus, with the implementation of MM **TRAN-3**, the proposed project would result in a less than significant VMT impact; no additional VMT analysis is required and no further mitigation is necessary.

c. *Less Than Significant Impact* – The proposed project will occur entirely within the project site boundaries, with no off-site improvements envisioned. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided along a new entrance along Murrieta Road, with site exit along Wilson Avenue. Design of driveways, internal roadways, and intersections will be based on City Code, which sets the standard for such design. As the proposed project will be designed to avoid impacting major roadways, site access has been designed such that the project would not increase hazards due to a geometric design feature or incompatible uses, and as such construction traffic is not anticipated to result in any conflicts with the surrounding roadways. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City and the County, as well as the police and fire departments. In the long term, impacts to any hazards or incompatible uses in existing or planned roadways are anticipated to be less than significant. Operation of the proposed project would be similar to the surrounding uses, and the design of the project would not create any hazards to surrounding roadways. Thus, any impacts are considered less than significant without the need for added mitigation.

d. *Less Than Significant Impact* – Project access will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. Site access, as discussed above, will be provided through an entrance along Murrieta Road and an exit at Wilson Avenue. The proposed project will occur entirely within the project site boundaries, with no off-site improvements envisioned. Ultimately, access to the site must comply with all City design standards, and would be reviewed by the City to ensure that inadequate design features or incompatible uses do not occur. Additionally, the project will comply with City and fire requirements for emergency access, in conjunction with the City's development review process, to ensure that the proposed project would not hinder emergency access within the project site once the Prairie View Project has been developed. Thus, because of the lack of adverse impact on local circulation a less than significant potential for significant impacts on emergency access are forecast to occur during construction and operation. No mitigation is required.

[19] http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in sub-division (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.	☐	☒	☐	☐

SUBSTANTIATION

The Definition of a Tribal Cultural Resource includes:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

a&b. *Less Than Significant With Mitigation Incorporated* – The project site is located within the area of cultural significance for the several tribes. As stated in the Project Description, AB 52 letters were sent to the tribes on July 29, 2022. The only tribe that responded to the initial AB 52 consultation notification for the project was the Pechanga Band of Mission Indians (Tribe). A consultation meeting between the City and the Tribe occurred on September 28, 2022. The Tribe requested a follow up meeting in November of 2022, but concurred with the City's standard Tribal Cultural Resource mitigation measures. As such, the following mitigation measures shall be implemented to protect Tribal Cultural Resources:

TCR-1 ***Prior to the issuance of grading permits, the project developer shall retain a professional archaeologist.[20] The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site project improvement areas for the unearthing of 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 grading activities shall occur at the site until the archaeologist has been approved by the City.***

The archaeologist shall be responsible for monitoring grading 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 equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources.

In the event that archaeological resources are discovered at the project site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50- foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other tribes identified by the California Native American Heritage Commission (NAHC) as being affiliated with the area. A designated Native American observer from one of the tribes identified by the NAHC as being affiliated with the area shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Native American tribes or bands. This shall include measures and provisions to protect the reburial area from any future impacts. Relocation/reburial shall not occur until all cataloging and basic recordation have been completed. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation at an accredited curation facility in Riverside County that meets federal standards per 36 CFR Part 79 and makes the artifacts available to other archaeologists/researchers for further study such as University of California, Riverside Archaeological Research Unit

[20] For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

(UCR-ARU) or the Western Center for Archaeology and Paleontology. If more than one Native American group is involved with the project and they cannot come to an agreement as to the disposition of Native American artifacts, they shall be curated at the Western Center by default. The archaeologist shall deliver the Native American artifacts, including title, to the accredited curation facility within a reasonable amount of time along with the fees necessary for permanent curation.

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

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

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during project development have been avoided, reburied, or curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other Native American groups involved with the project.

TCR-2 ***In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).***

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the 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 the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98l 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 EIC.

AB 52 remains ongoing with the Tribe, as the Tribe requested updates from the City on the project, but no further mitigation is anticipated to be required to protect potential Tribal Cultural Resources within the project site. As such, with implementation of MMs **CUL-1**, and the mitigation measures identified above, the project is not anticipated to cause a change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, or object with 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. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☒	☐	☐

SUBSTANTIATION

a. Water

Less Than Significant Impact – Water will be provided by the Eastern Municipal Water District (Eastern or EMWD). Water service is available through a connection located adjacent to the project site. The proposed project is not located within EMWD's service area, and will required to annex into the EMWD for water and sewer. The project would be supplied with water by EMWD. As previously stated under Section X, Hydrology and Water Quality, the EMWD's Urban Water Management Plan (2020) identifies sufficient water resources to meet demand in its service area. The anticipated available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed project without requiring the construction of new water facilities beyond those that would be developed within the project site to serve residences within the project site. Given that the proposed project would not result in any significant and unavoidable impacts under any issue, the development of internal water supply infrastructure is standard, and would not result in any significant impacts. As no other water infrastructure is anticipated to be required to serve the proposed project, development of the Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – Wastewater collection will be provided by Eastern Municipal Water District and the project will connect to the sewer main adjacent to the project site. Municipal wastewater is delivered to the one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater per day. The District is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes portions of the City of Perris. As such, the project would connect to Eastern's existing wastewater collection system within

the adjacent roadway, and would install an internal wastewater collection system to treat sewage generated by residents of the Prairie View Project, the development of which is not anticipated to cause a significant impact. Therefore, development of the Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The surface runoff from the site, nonpoint source storm water runoff, will be managed in accordance with the WQMP as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. Onsite flows will be collected at the southeastern corner of the project site within the planned retention basins developed throughout the site. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Therefore, surface water will be adequately managed on site and as such, and would require the installation of an internal stormwater collection system, the development of which is not anticipated to cause a significant impact. Therefore, development of Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. The effort to connect to the existing electrical system, and to install electricity connections within the project site to serve future residents of the Prairie View Project with electricity is not anticipated to result in significant impacts, as evidenced by the discussions in preceding sections. Therefore, development of the Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

Less Than Significant Impact – Natural gas, if required, will be supplied by Southern California Gas. The site will connect to the existing natural gas line adjacent to the project site. The effort to connect to the existing gas line within the adjacent roadway, and to install natural gas lines within the project site to serve future residents of the Prairie View Project with natural gas, should it be determined to be required, is not anticipated to result in significant impacts, as evidenced by the discussions in preceding sections. Therefore, development of the Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. Impacts are less than significant.

Telecommunications

Less Than Significant Impact – Development of the Prairie View Project would require a connection to telecommunication services, such as wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Additionally, telecommunication service is available at the project site in service of the existing single family residences adjacent to the project site. Therefore, development of the Prairie View Project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

b. *Less Than Significant Impact* – Please refer to the discussion under Hydrology, Section X(b) above. The Prairie View Project is a multi-family residential project that will consist of 287 dwelling units, and is anticipated to demand about 172.78 AFY of water from EMWD. The anticipated available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed project. As such, given that Eastern's 2020 Urban Water Management Plan indicates that the water district anticipates sufficient water supply will be available to serve the project's daily/annual demand, the project would

have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts under this issue are considered less than significant.

c. *Less Than Significant Impact* – Municipal wastewater is delivered to the one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater per day (MGD). The District is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes portions of the City of Perris, California. EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) treats approximately 14 MGD of wastewater and has capacity of 22 MGD. Based on a sewer generation rate of 250 gallons per day per dwelling unit, the project is estimated to generate approximately 71,750 gallons per day of wastewater and represents less than about 0.09 percent of the available wastewater treatment capacity at the PVRWRF. Given the available capacity at the PVRWRF, it is anticipated that the District has available capacity to accommodate the anticipated wastewater generated from the new residences developed on the site. As such, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed project. Impacts under this issue are less than significant.

d&e. *Less Than Significant Impact* – The proposed project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system. According to the California Department of resources and Recycling (CalRecycle) Jurisdiction Per Capita Disposal Trend Profile for the City of Perris (2015-2020),[21] Perris residents generated an average of about 5.42 pounds of waste per resident per day between 2015 and 2020. It is estimated that 287 market rate apartment units would generate about 1,555.5 pounds per day or 1,220.6 tons per year (5.42 x 1,234 x 365 = 2,441,222 pounds per year / 2,000 = 1,220.6 tons per year). The project also must comply with the City's mandatory source reduction and recycling program, while mandates 50% of solid waste be diverted and recycled per the state's solid waste diversion requirements under AB 939. Additionally, as this project would be developed after 2022, future residents would be required to comply with SB1383, otherwise known as "California's Short-Lived Climate Pollutant Reduction" law, often called SB 1383, which establishes methane reduction targets for California. California SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food. [22] The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

As such, much of the waste generated by residents of the proposed project will be required to be diverted from landfills, and as such, the amount of waste generated by the proposed project that would end up in landfills is at least half of the tonnage quoted above. Descriptions of the primary disposal facilities to which waste generated within the City would be hauled and their capacity are summarized below.

El Sobrante Sanitary Landfill is located at 10910 Dawson Canyon Road east of Interstate 15 in the Gavilan Hills. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of August 1, 2047. The site is currently permitted to a capacity of 6,229,670 cubic yards with a remaining capacity of 3,834,470 cubic yards and permitted throughput of 400 tons per day.[23]

Badlands disposal site is located at 31125 Ironwood Ave, Moreno Valley 92373. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a Projected closure date of January 1, 2022. The site is currently permitted to a capacity of 34,400,000

[21] https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports
[22] https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615
[23] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402

cubic yards with a remaining capacity of 15,748,799 cubic yards and permitted throughput of 4,800 tons per day.[24]

Lamb Canyon disposal site is located on Lamb Canyon Road three miles south of Beaumont 92223. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a Projected closure date of April 1, 2029. The site is currently permitted to a capacity of 38,935,653 cubic yards with a remaining capacity of 19,242,950 cubic yards and permitted throughput of 5,000 tons per day.[25]

Several of the referenced landfills will be permitted to contain greater volumes of waste in the near future. Construction of the proposed project is not anticipated to generate a significant amount of Construction & Demolition (C&D) waste, as the proposed project was previously graded and will not require substantial cut and fill, the proposed project will not contribute substantial C&D waste to area landfills and recycling centers. The facilities that accept C&D materials, combined with the landfills in the surrounding area, have adequate capacity to serve the proposed project construction and operations. Solid waste will be disposed of in accordance with existing regulations at an existing licensed landfill such as one of the landfills listed above.

Additionally, any hazardous materials collected on the project site during either construction or operation of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

[24] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367
[25] https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant Impact* – The proposed project is not located within a Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) or State Responsibility Area (SRA), shown on Figure XX-1. Please review the discussion under Subchapter IX(g), Hazards and Hazardous Materials. The project is located within an urban area containing residential uses, a park, and vacant land adjacent to the project site. The proposed project site is not located in a Wildland Fire Protection Agreement Area and it does not contain a heavy fuel load at present because the site has been graded and vegetation has been managed through periodically blading the site. The City of Perris reviews all proposed projects and provides conditions of approval for setbacks; building and fire sprinkler requirements; roofing design and material and construction requirements, fuel modification; and other measures as appropriate to reduce the risk to the development and surrounding uses to fire hazards. Furthermore, given the urban residential setting within which the project is located and the separation by way of local roadways, it is not anticipated that the development of the Prairie View Project within the project site would substantially impair an adopted emergency response or evacuation plan. Furthermore, the project would improve surrounding roadways to provide access to the project site, which would enhance emergency access in the project area.

b. *Less Than Significant Impact* – The proposed project is characterized by essentially flat topography that has been disturbed by past grading activities. The site contains a mix of weeds, native and non-native vegetation, and compacted dirt pathways throughout, and the vegetation appears to be managed through periodic blading. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk. Based on the site location set away from the nearby hills where fire risk within the City is greatest, and the condition of the site and surrounding area, the project will have a less than significant potential to exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No mitigation is required.

c. *Less Than Significant Impact* – The project will require associated infrastructure in support of the Prairie View Project operations/occupancy as follows: the project will require a potable water

connection to the Eastern Municipal Water District's service area; the project will require a wastewater connection to the sewer main; electricity provided by SCE will require the power lines through a connection in the adjacent roadway; the site may require connection to the existing natural gas line in the roadways adjacent to the project site. This portion of Perris is developed but includes this 13.36-acre vacant site, which is surrounded by development in all directions except for a few vacant parcels located directly adjacent to the project site. Therefore, the project would not have a significant potential to exacerbate wildfire risk or to result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant.

d. *Less Than Significant Impact* – The discussion under Section VII, Geology and Soils, concluded that the project would not have a significant potential to experience landslides or slope instability. Once constructed, the project site will remain essentially flat, and the drainage will be managed onsite in an efficient manner that would not expose people or structures to significant risk. Furthermore, as discussed under Section X, Hydrology and Water Quality, the project is not located in an area containing a significant flood hazard, and the project site is anticipated to remain stable should a wildfire occur at or near the project site. As discussed above, the project is not anticipated to be exposed to substantial fire risk because of the lack of fuel to spread wildfire surrounding the site. Therefore, the development of the Prairie View Project at this site is anticipated to have a less than significant potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION: The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control certain potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis contained within this Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact on any biological or cultural resources. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to prevent significant impacts from occurring as a result of implementation of the project. Based on the historic disturbance of the site, and its current disturbed condition, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found at the project site, so it is not anticipated that any resources could be affected by the project because no cultural resources exist. However, because it is not known what could be accidentally unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any resources are found, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.

b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in this Initial Study, the proposed Prairie View Project has the potential to cause impacts that are individually or cumulatively considerable. The proposed multi-family residential development would contribute to cumulative impacts as a result of the resources required to support the demands of the new residents of the Prairie View Project. However, the proposed project's contribution to such cumulative impacts would not be cumulatively considerable. The issues of Aesthetics, Air Quality, Biology, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise,

Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, would result in a less than significant cumulative impact.

c. *Less Than Significant With Mitigation Incorporated* – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant with mitigation.

Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agricultural and Forestry Resources, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, and Wildfire. The issues of Aesthetics, Air Quality, Biology, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the City of Perris proposes to adopt a Mitigated Negative Declaration (MND) for the Prairie View Multi-Family Project. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this project by the City. The Initial Study and NOI will be circulated for 20 days of public comment. At the end of the 20-day review period, a final MND package will be prepared and it will be reviewed by the City for possible adoption at a future Council meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

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Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; San *Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Aesthetics

AES-1 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Perris shall be implemented to eliminate glare impacts.

Air Quality

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation during construction:

- Apply soil stabilizers to inactive areas.
- Prepare a high wind dust control plan and implement plan elements and terminate soil disturbance when winds exceed 25 mph.
- Stabilize previously disturbed areas if subsequent construction is delayed.
- Apply water to disturbed surfaces and haul roads 3 times/day.
- Replace ground cover in disturbed areas quickly.
- Reduce speeds on unpaved roads to less than 15 mph.
- Trenches shall be left exposed for as short a time as possible.
- Identify proper compaction for backfilled soils in construction specifications.

This measure shall be implemented during construction, and shall be included in the construction contract as a contract specification.

AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.
- Contactors shall utilize Tier 4 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Biological Resources

BIO-1 Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of project-related ground disturbance to verify that BUOW remain absent from the project area.

BIO-2 If burrowing owl are discovered within the project footprint, a project specific BUOW protection and/or passive relocation plan shall be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) shall cease immediately and regulatory agencies shall be contacted to determine appropriate management actions.

BIO-3 The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the State identified nesting season (typically February 1 through September 1). Alternatively, nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of

survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Cultural Resources

CUL-1 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Geology and Soils

GEO-1 Based upon the geotechnical investigation (Appendix 6a of this document), all of the recommended design parameters identified in Appendix 6a (beginning on Page 8) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including remediation to address liquefaction.

GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Prairie View Project is being constructed.

GEO-4 Based upon the geotechnical investigation (Appendix 6a of this document), all of the recommended design measures identified in Appendix 6a (listed on pages 9-16) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site.

GEO-5 The Applicant shall retain the services of a Qualified Paleontologist meeting the standards of SVP (2010). A project-specific paleontological resources monitoring and mitigation plan (PRMMP) shall be developed and adhered to for the duration of earth moving operations impacting soils in the project area beyond the depth of three feet during construction or as otherwise determined by the Qualified Paleontologist. This plan shall address specifics of monitoring and mitigation for the development project, and shall take into account updated geologic mapping, geotechnical data, updated paleontological records searches, and any changes to the regulatory framework. This PRMMP shall meet the standards of the SVP (2010) and shall, at a minimum include the following provisions:

- All earth moving operations impacting soils in the project area beyond the depth of three feet shall be monitored by a qualified paleontological monitor to identify potentially fossil-bearing sediments when they are encountered. The qualified paleontological monitor shall be scheduled to monitor earth moving operations impacting soils in the project area beyond the

depth of three feet shall for at least three days a week for the duration of such earth moving activities or as otherwise determined by the qualified paleontologist.
- If potentially fossil-bearing sediments are encountered, continuous monitoring for the remainder of earth moving activities shall be required.
- Samples of sediment shall be collected and processed to recover small fossils, and all fossil remains shall be identified and curated at a repository with permanent retrievable storage.

Hazards and Hazardous Materials

HAZ-1 Prior to and during grading and construction, should an accidental release of a hazardous material occur, the following actions will be implemented: construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be notified; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal at the time of the event. All of the above sampling or remediation activities related to the contamination will be conducted under the oversight of Riverside County Certified Unified Program Agency (CUPA) Site Mitigation Unit (SMU). All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure (a determination of the regulatory agency that a site has been remediated to a threshold that poses no hazard to humans) of the contaminated area.

HAZ-2 A soil sampling program with a minimum of one sample location per 2 acres of land shall be conducted by the developer. If the contaminant concentrations above the DTSC hazard levels occur on the project site, the exact dimensions, including volume, of soil containing this contamination shall be documented. A report verifying that the contaminated soil can be effectively blended (and how this will be accomplished on the project site) with other uncontaminated onsite soil shall be provided to the City by the Developer. If there is insufficient soil for blending at the site, the contaminated soil shall be collected and disposed of at a properly licensed facility. This shall be completed prior to initiating mass grading of the site and records documenting proper management of the contaminated soil shall be provided to the City by the Developer.

Hydrology and Water Quality

HYD-1 The project proponent will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.

Transportation

TRAN-1 The Applicant shall contribute a fair share contribution to the City to contribute to intersection improvements at the following intersections, in the percentages provided thereafter:
- Redlands Av. & San Jacinto Av.
  - Project Fair Share Contribution: 2.63%
- Wilson Av. & San Jacinto Av.
  - Project Fair Share Contribution: 3.2%
- Murrieta Rd. & San Jacinto Av.
  - Project Fair Share Contribution: 4.1%

TRAN-2 The Applicant shall implement the following recommendations to accommodate side access and maintain acceptable peak hour operations for the proposed project:

- Recommendation 1 – Wilson Avenue & Driveway 1 (#5) – The following improvements shall be implemented to accommodate site access:
  - Project shall install a stop control on the westbound approach. The driveway should be restricted to exiting traffic only.
- Recommendation 2 – Murrieta Road & Driveway 2 (#8) – The following improvements shall be implemented to accommodate site access:
  - Project shall install a stop control on the eastbound approach. The driveway should allow full-access movement.
- Recommendation 3 – Murrieta Road – The following improvements shall be implemented to accommodate site access:
  - Project shall construct Murrieta Road at its ultimate width as a Major Collector (78-foot right-of-way) from Dale Street to the northern project boundary consistent with the City's standards.
- Recommendation 4 – Wilson Avenue – The site adjacent roadway appears to be built to its ultimate General Plan curb-to-curb width adjacent to the project. However, the project shall improve the curb-and-gutter, sidewalks, and landscape along the frontage in addition to accommodating improvements to facilitate site access at the driveway.

On-site traffic signing and striping shall be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the project site.

Sight distance at each project access point shall be reviewed with respect to standard Caltrans and City of Perris sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

TRAN-3 The project development as proposed shall implement the California Air Pollution Control Officer's Association (CAPCOA) 2010 "Quantifying Greenhouse Gas Mitigation Measures" VMT reduction strategy "LUT-3: Increase Diversity of Land Uses". This strategy is estimated to reduce VMT by 13.13% when applied to this project.

- In order for this reduction strategy to be applicable to the project development as proposed, the project must have at least three of the following on site and/or offsite within a ¼-mile radius of the project site: Residential Development, Retail Development, Park, Open Space, or Office. Utilizing the calculations provided in the CAPCOA, the project is projected to meet this requirement and reduce VMT by 13.13%.

Tribal Cultural Resources

TCR-1 Prior to the issuance of grading permits, the project developer shall retain a professional archaeologist.[26] The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site project improvement areas for the unearthing of 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 grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring grading activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris

[26] For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources.

In the event that archaeological resources are discovered at the project site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50- foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other tribes identified by the California Native American Heritage Commission (NAHC) as being affiliated with the area. A designated Native American observer from one of the tribes identified by the NAHC as being affiliated with the area shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Native American tribes or bands. This shall include measures and provisions to protect the reburial area from any future impacts. Relocation/reburial shall not occur until all cataloging and basic recordation have been completed. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation at an accredited curation facility in Riverside County that meets federal standards per 36 CFR Part 79 and makes the artifacts available to other archaeologists/researchers for further study such as University of California, Riverside Archaeological Research Unit (UCR-ARU) or the Western Center for Archaeology and Paleontology. If more than one Native American group is involved with the project and they cannot come to an agreement as to the disposition of Native American artifacts, they shall be curated at the Western Center by default. The archaeologist shall deliver the Native American artifacts, including title, to the accredited curation facility within a reasonable amount of time along with the fees necessary for permanent curation.

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

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

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during project development have been avoided, reburied, or curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño

Indians, the Soboba Band of Luiseño Indians, and any other Native American groups involved with the project.

TCR-2 In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).
If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the 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 the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98l 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 EIC.

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Urban Crossroads, *"Prairie View Apartments Noise Impact Analysis City of Perris"* dated July 21, 2022

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Urban Crossroads, *"Scoping Agreement and Vehicle Miles Traveled (VMT) Screening Criteria Analysis"* dated January 27, 2022

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FIGURES

APPENDIX 1

APPENDIX 2

APPENDIX 3

APPENDIX 4

APPENDIX 5

APPENDIX 6a

APPENDIX 6b

APPENDIX 6c

APPENDIX 7

APPENDIX 8

APPENDIX 9

APPENDIX 10a

APPENDIX 10b