CEQA INITIAL STUDY

AND

MITIGATED NEGATIVE DECLARATION

FOR THE

EVANS AND RIDER MULTI-FAMILY PROJECT

(SPA 21-05249 and DPR 22-00032)

Prepared For:

CITY OF PERRIS

PLANNING DIVISION

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June 2023

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1 INTRODUCTION

1.1 PURPOSE AND SCOPE

This document is an Initial Study (IS) in support of a Mitigated Negative Declaration (MND) prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Evans and Rider Multi-Family Project (proposed Project). The proposed Project involves a Development Plan Review (DPR 22-00032), Specific Plan Amendment (SPA 21-05249), and Environmental Assessment Review to allow the development and operation of a 300-unit apartment complex on an approximately 14.68-acre site comprised of one (1) parcel identified as Assessor's Parcel Number (APN) 300-090-004 at the southwest corner of Rider Street and Evans Road in the City of Perris (City). The proposed Project would be comprised of internal roadways with parking connecting the two- and three-story residential buildings, leasing office and clubhouse, fitness room, pool, spa, BBQ, tot-lot, and multiple open lawn area with pedestrian activity that stretch internally in the community and to the outside surrounding areas. This IS/MND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines).

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with State CEQA Guidelines Section 15064, an environmental impact report (EIR) must be prepared if the initial study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371). According to State CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identified potentially significant effects, but:

  (1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

If revisions are adopted into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a mitigated negative declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is an MND and incorporates all of the elements of an IS. Hereafter, this document is referred to as an IS/MND.

This IS/MND incorporates by reference the City of Perris General Plan 2030, City Municipal Code, and the technical documents that relate to the proposed Project or provide additional information concerning the environmental setting of the proposed Project. Technical studies, personal communications, and web sites consulted are listed in Section 5, *References.*

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The proposed Project site is located in the northeast portion of the City of Perris, on an approximately 14.68-acre site comprised of one (1) parcel site identified as APN 300-090-004 at the southwest corner of Rider Street and Evans Road. Regional access to the Project site is provided by Interstate 215 (I-215) to the west and Ramona Expressway to the north. Local access to the site is via Ramona Expressway and Evans Road. Specifically, the Project site is located within Section 16 Township 4 South, Range 3 West, of the San Bernardino Principal Meridian United States Geological Survey (USGS) 7.5-minute topographic quadrangle. The existing site and surrounding area are shown in Figure 2-1, *Regional Location*, and Figure 2-2, *Aerial View of Project Vicinity.*

The Project site is undeveloped and covered by disturbed habitat consisting of dry ruderal weeds that is routinely maintained or mowed. The Project site is rectangular in shape and relatively flat with no major grade or elevation changes. The average ground elevation of the Project site is approximately 1,440 feet above mean sea level (msl) based on Google Earth imagery. An aerial view showing existing conditions of the Project site and adjacent properties is shown in previously referenced Figure 2-2. Figure 2-3, *Project Site Photos*, presents photographs depicting existing conditions of the Project site.

2.2 EXISTING LAND USES AND ZONING DESIGNATION

The proposed Project site is within Planning Area 22 (PA 22) of the May Ranch Specific Plan (MRSP) zoned for Commercial uses (refer to Figure 2-4, *Existing MRSP Land Use*, and Figure 2-5, *Existing PA 22*). The Project site is located in the southwest portion of the MRSP area boarded by residential development to the north, east, and south, and an undeveloped commercial zoned parcel to the west. The north-south trending Perris Valley Storm Drain is located further west across the commercial parcel.

2.3 PROJECT DESCRIPTION

The proposed Project would develop a 300-unit apartment complex comprised of 17 individual two- and three-story buildings providing a total of 91 one-bedroom units, 167 two-bedroom units, and 42 three-bedroom units on a vacant one parcel 14.68-acre site. As shown in Figure 2-6, *Site Plan*, the development will consist of internal roadways with parking connecting the residential buildings, leasing office and clubhouse, fitness room, pool, spa, BBQ, tot-lot, and multiple open lawn area with pedestrian activity that stretch internally in the community and to

the outside surrounding areas. The Project would require Development Plan Review (DPR) and Specific Plan Amendment (SPA) approval from the City.

FIGURE 2-1: REGIONAL LOCATION

SOURCE: ENPLANNERS INC. 2023

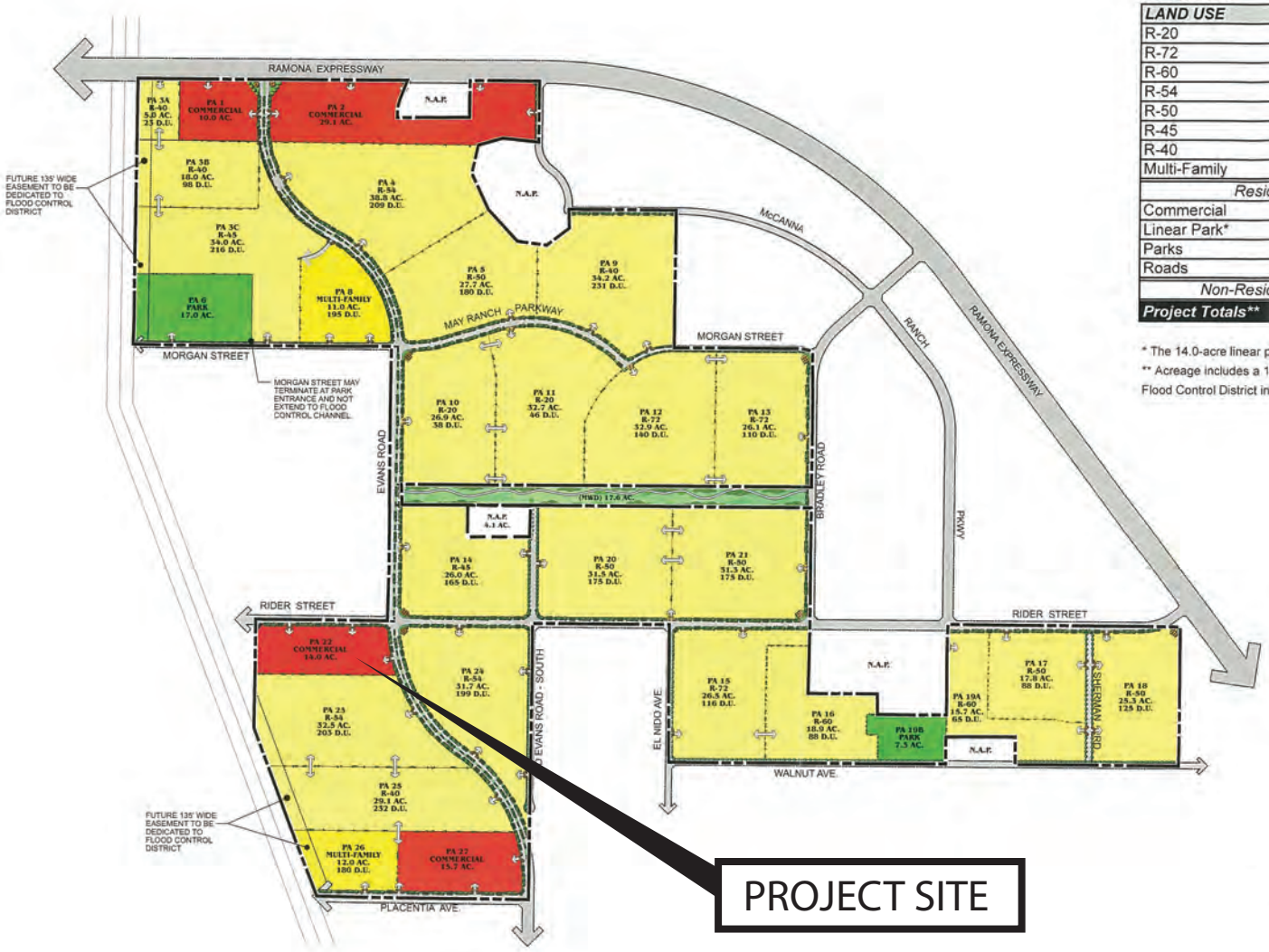
FIGURE 2-2: ARIAL VIEW OF PROJECT VICINITY

SOURCE: ENPLANNERS INC. 2023

FIGURE 2-3: PROJECT SITE PHOTOS

SOURCE: CARLSON STRATEGIC LAND SOLUTIONS 2023

FIGURE 2-4: EXISTING MRSP LAND USE



LEGEND

LAND USE	ACRES	DENSITY	DUs
R-20	59.6	1.4	84
R-72	85.5	4.3	366
R-60	34.6	4.4	153
R-54	103.0	5.9	611
R-50	133.6	5.6	743
R-45	60.0	6.4	381
R-40	86.3	6.8	584
Multi-Family	23.0	16.3	375
Residential Subtotal	*585.6*	*5.6*	*3,297*
Commercial	68.8	--	--
Linear Park*	14.0	--	--
Parks	24.3	--	--
Roads	52.6	--	--
Non-Residential Subtotal	*159.7*	--	--
Project Totals*	***745.3***	***4.4***	***3,297***

* The 14.0-acre linear park is within a 17.6-acre parcel owned by MWD.

** Acreage includes a 135-foot wide easement to be dedicated to the County of Riverside Flood Control District in the future.

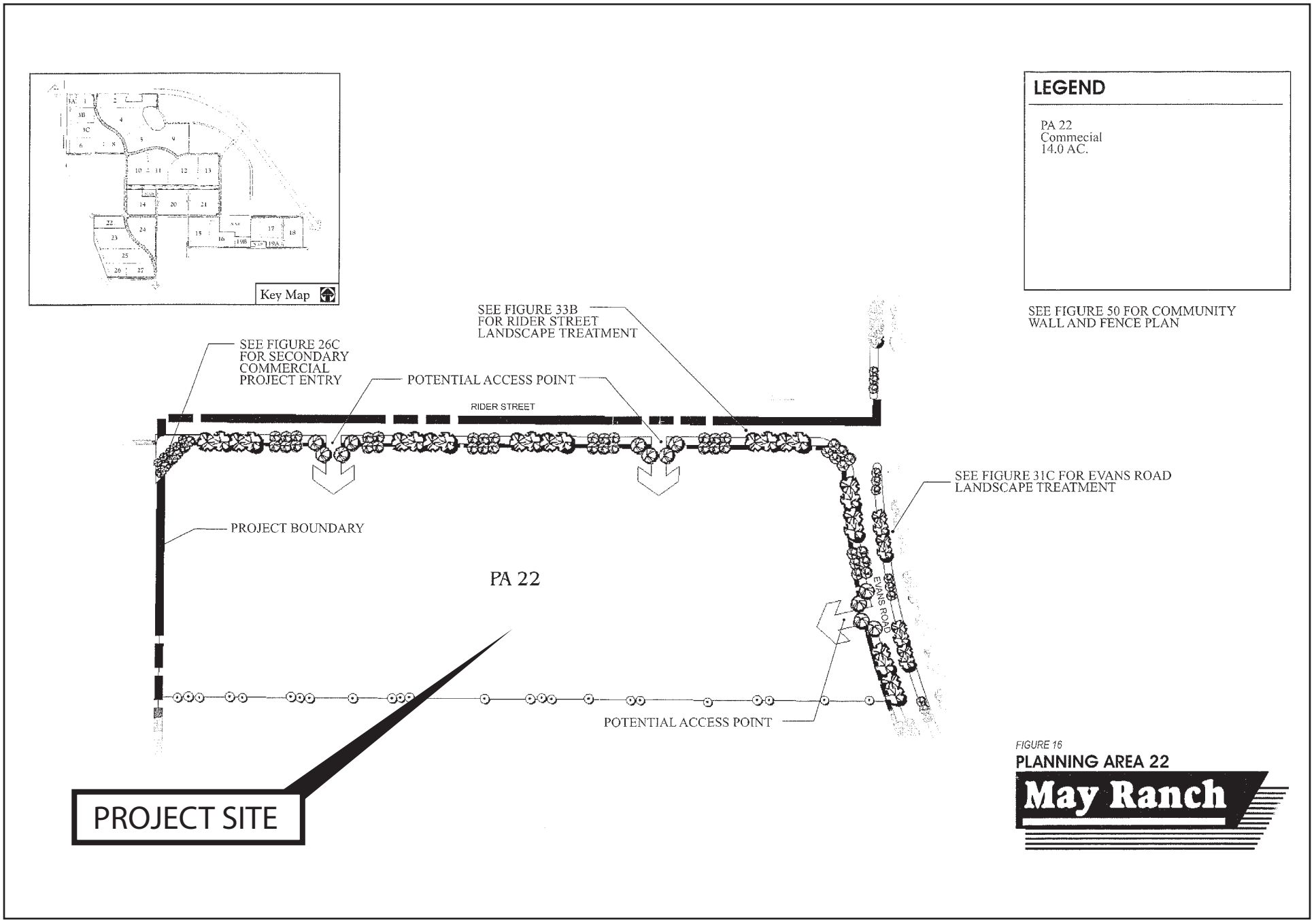
FIGURE 4D

LAND USE PLAN (SEPTEMBER 21, 2004)

May Ranch

SOURCE: MAY RANCH SPECIFIC PLAN. 2004

FIGURE 2-5: EXISTING PA 22



SOURCE: MAY RANCH SPECIFIC PLAN. 2004

FIGURE 2-6: SITE PLAN

KAIDENCE PERRIS
PERRIS, CA
TCA # 2022-062

THE KAIDENCE GROUP

ENTITLEMENT SET #2
March 27, 2023

0' 50' 100' 200'

ARCHITECTURAL SITE PLAN

A-1.2

SOURCE: KAIDENCE CROUP 2023

2.3.1 PROJECT FEATURES

Building Summary and Architecture

As previously shown in Figure 2-6, *Site Plan*, the proposed Project would develop a 300-unit apartment complex comprised of 17 individual two- and three-story buildings providing a total of 91 one-bedroom units, 167 two-bedroom units, and 42 three-bedroom units. Additional site plan details include:

- 5,445-square-foot Amenity/Leasing Building
- 33,330-square-foot total Recreation Area
- 12,608-square-foot Pool Area with Pool
- 3,024-square-foot Fitness Room
- Open Space
    - 19,885 square feet on west portion of site (Tot-Lot, BBQ's, Paseo)
    - 16,425 square feet on east portion of site (BBQ's, Paseo)
- 8,625 square feet of total Dog Park space
- 636 parking spaces (135 garages, 300 carports, and 202 open spaces)
- Landscaping 164,446 square feet

As shown in Figure 2-7, *Conceptual Building Elevations*, the proposed Project would reflect a modern architectural theme as commonly seen throughout the MRSP and City. The basic design elements are contemporary symmetrical and asymmetrical forms comprised of high contrast color palettes, dark stacked stone (first story) with light stucco (upper stories) combination wall finishes, arched balconies and stair wells, and dark modern slate tile roofs with complementing fascia and soffits to complete building elevations. Material blending of stacked stone, simulated wood corbels, dark window trims, decorative metal railings and downspouts are purposefully composed to enhance the overall design character on all sides of every building. In addition, the carports, amenity/leasing office, fitness room, and other site amenities (i.e., pool, barbeque areas, play areas, etc.) are to be developed in the same architectural style to complement the multi-family structures.

Access, Circulation, and Parking

Main access to the proposed Project would be located at the south leg of the Galway Lane and Rider Street intersection. Access to the Project site would be via three newly constructed driveways. Two driveways would be located on Rider Street and one driveway would be located on Evans Road. The driveway located on Evans Road would provide right-in/right-out access only. The western driveway on Rider Street would provide right-out access only. In addition, the eastern driveway on Rider Street currently exists as a three-legged intersection at Galway Lane and Rider Street. The Project would add the south leg at the intersection and provide full-access inbound and outbound movements. Automatic gated driveways would connect all multi-family

structures in front of the leasing/amenity office. Covered and uncovered resident and guest parking stalls would be provided throughout the site. Garage parking for residents would be provided within the nine buildings centrally located on the site.

Landscaping

The Project includes approximately 164,425 square feet of landscaping as seen in Figure 2-8, *Overall Conceptual Landscape Site Plan*. Landscaping would comply with development standards within the MRSP as amended and the City's Municipal Code requirements within Chapter 19.70, *Landscaping,* and Section 19.28.080, *Design Criteria*. The proposed landscaping would include various 48-, 24-, and 18-inch box trees, various shrubs, and ground cover to screen the proposed buildings, parking and recreation areas from off-site viewpoints. Lighting would include fixed building lights, pathway lights, parking lot and streetlights, flood lights, palm tree lights, up lights, and shade structure down lights. In addition, proposed landscaping and lighting would extend around the perimeter of the site and in between parking areas, pedestrian walkways, and recreation spaces.

Fencing and Walls

The proposed Project would be secured with perimeter masonry walls and tubular steel fencing at a minimum of 5 feet high. The masonry walls would be split-face block in a running bond pattern with a pure white stucco color, and the tubular steel fencing would be painted as a dark feature. Automatic steal gates at the three proposed driveways along Rider Street and Evans Road would enclose the area for security. Similar tubular fencing would surround the pool area and dog park.

FIGURE 2-7: CONCEPTUAL BUILDING ELEVATIONS

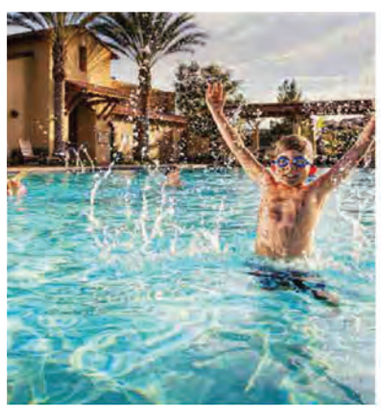
SOURCE: KAIDENCE CROUP 2023

FIGURE 2-8: OVERALL CONCEPTUAL LANDSCAPE SITE PLAN

LEGEND

1. Primary Entry with Formal Palm Trees
2. Enhanced Amenity Entrance with Specimen Tree
3. Informal Dog Park With Shade Structure and Seating
4. Blade Wall with Signage
5. Shade Structure with BBQ
6. Tot Lot Garden
7. Seating under Shade Trees
8. Fitness Center
9. Screen Trees with Landscape
10. Secondary Entry Way With Signage
11. Open Lawn
12. Formal Dog Park with Dog Wash and Seating (Fenced)
13. Enhanced Corner Cut-Back Landscape Design w/ Two Tier Monument
14. Undulating Perimeter Wall/Fence with Decorative Pilasters
15. Streetscape per City Landscape Design Guidelines. (Refer to Master Plant Legend L-16)
16. Trash Enclosure
17. Existing Median to remain and be protected in place

Existing Street Trees to remain and be protected in place



KAIDENCE PERRIS
PERRIS, CA
TCA # 2022-065

C2 Collaborative | TCA ARCHITECTS | THE KAIDENCE GROUP

ENTITLEMENT SET #2
MARCH 27, 2023

0' 50' 100' 200'

OVERALL CONCEPTUAL LANDSCAPE SITE PLAN

L-1

SOURCE: KAIDENCE CROUP 2023

Infrastructure Improvements

Water and Sewer

Water and sewer services would be provided by the Eastern Municipal Water District (EMWD). Water infrastructure would be connected to the existing domestic water service within Rider Street. Sewer infrastructure would be connected to existing domestic sewer service within Rider Street

Electrical

Electricity would be provided by Southern California Edison (SCE) subject to SCE's standard development conditions and requirements. The new on-site electrical infrastructure would be connected to an existing connection at Rider Street.

Natural Gas

Natural gas would be provided by the Southern California Gas Company (SoCalGas) subject to SoCalGas's standard development conditions and requirements. A new on-site natural gas infrastructure would be connected to an existing connection within Rider Street.

Drainage

All on-site flows would flow to the southwest. Flows would drain via down spouts, concrete swales, and an on-site storm drain system to the extended detention basin[1] located in the southwest corner of the site. Water would exit the detention basin via a storm drain outlet ultimately flowing to the Perris Valley Storm Drain further to the west.

2.3.2 CONSTRUCTION AND PHASING

The Project would be constructed in one phase including site preparation, grading, building construction, paving, and architectural coatings. Construction is expected to commence in September 2023 and last through June 2025 and would occur within the hours allowable by the City's Municipal Code, Section 7.34.060 which allows for construction during the following.

- It is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA Lmax in residential zones in the city. (Code 1972, § 7.34.060; Ord. No. 1082, § 2(part))

[1]An extended detention basin is a stormwater management facility that temporarily stores and attenuates stormwater runoff. In addition, the extended detention basin provides pollutant treatment for stormwater runoff through settling.

Although the Project site is relatively flat, grading operations would require 120,000 cubic yards of soil import for adequate site drainage. The expected construction schedule is shown below in Table 2-1.

TABLE 2-1: CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Workdays
Site Preparation	9/1/2023	10/1/2023	21
Grading	10/2/2023	11/30/2023	44
Building Construction	11/16/2023	2/8/2025	322
Paving	2/9/2025	3/9/2025	20
Architectural Coating	3/10/2025	6/10/2025	67

2.3.3 OPERATIONAL CHARACTERITICS

The proposed Project is expected to be completed in June 2025. The Project would result in the continued operation of a 300-unit apartment complex, amenity and leasing office, and recreation and open space including pool, BBQs, tot-lot, paseo, fitness room, and dog park. Typical operational characteristics would include residents and employees traveling to and from the site, residents moving into and out of the buildings, delivery of mail, materials, and supplies to the site, and site maintenance and landscaping.

2.3.4 DISCRETIONARY APPROVALS, PLANS, AND PERMITS

To enable the proposed Project, changes to the MRSP are required. Collectively, development and occupation of the proposed 300-unit apartment complex and required changes to the MRSP constitute the Project. Following approval of this IS/MND, the City will consider discretionary approval of DPR 21-00014 and SPA No. 4 (SPA 21-05249). The SPA would include: a change in the land use designation for PA 22 of the MRSP from Commercial to Multi-Family Residential Zone (MFRZ); revision to the development standards in the MRSP for PA 22, which includes but is not limited to changes in acreages and permitted density; and revision to graphics; text and figures in the MRSP to account for SPA No. 4. The DPR process would confirm the proposed Project is consistent with all applicable development regulations contained in the City's municipal code and zoning ordinance, the MRSP, the California Building Code (CBC), and other applicable development regulations administered by the State and regional agencies. The DPR process involves detailed review by all applicable City Departments, including contracted fire and emergency services provided by the Riverside County Fire Department and contracted police services provided by the Riverside County Sheriff.

The following discretionary approvals, plans, and permits are anticipated to be necessary for implementation of the proposed Project:

- Environmental Review
- SPA No.4 (SPA 21-05249)
- Development Plan Review (DPR 22-00032)
- Building & Grading Permits

3 ENVIRONMENTAL CHECKLIST FORM

1. Project title

Evans and Rider Multi-Family Project (DPR 22-00032)

2. Lead agency name and address

City of Perris
101 North D Street
Perris, CA 92570

3. Contact person

Douglas Fenn, Contract Planner
City of Perris
Planning Division
135 North D Street
Perris, CA 92570
(951) 943-5003
dfenn@interwestgrp.com

4. Project location

The proposed Project would be located at the southwest corner of East Rider Street and Evans Road within the City of Perris, Riverside County. Accessor's Parcel Number (APN) APN: 300-090-004 (See Section 2.2, *Project Location*)

5. Project sponsor

Keith Geiger
Brookhill Corp
2716 Ocean Park Boulevard, Suite 1055
Santa Monica, CA 90405

6. General Plan designations

May Ranch Specific Plan (MRSP)

7. Zoning

Commercial – MRSP - The purpose of the Commercial Zone designation is to provide areas for service and retail commercial development. The actual uses to be developed in this land use category will be based on market trends at the time of processing.

8. Description of project

The proposed Project would develop a 300-unit apartment complex comprised of 17 individual two- and three-story buildings providing a total of 91 one-bedroom units, 167 two-bedroom units, and 42 three-bedroom units on a vacant one parcel 14.68-acre site. The development would consist of internal roadways with parking connecting the residential buildings, leasing office and clubhouse, fitness room, pool, spa, BBQ, tot-lot, and multiple open lawn area with pedestrian activity that stretch internally in the community and to the outside surrounding areas. The Project would require DPR and SPA approval from the City. Section 2.0, *Project Description*, illustrates the description of the Project in further detail.

9. Surrounding land uses and setting.

Location	General Plan Designation	Zoning Designation	Existing Setting
Project Site	MRSP	Commercial - MRSP	Vacant
North	MRSP	Residential - MRSP	Single-Family Residences
East	MRSP	Residential - MRSP	Single-Family Residences
South	MRSP	Residential - MRSP	Single-Family Residences
West	Commercial Neighborhood	Commercial Neighborhood	Vacant

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

State Water Resources Control Board

- Storm Water Pollution Prevention Plan (SWPPP) General Construction Permit
- NPDES

Eastern Municipal Water District

- Water and Sewer Improvement Plans

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significant impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. Further discussion is seen in Section 3.18, *Tribal Cultural Resources*.

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.

12. Other Environmental Reviews Incorporated by Reference in this Review:

Appendix A:	Air Quality Impact Analysis
Appendix B:	Biological Resource Assessment
Appendix C:	Cultural Resources Assessment
Appendix D:	Geotechnical Engineering Investigation
Appendix E:	Paleontological Resources Assessment
Appendix F:	Limited Soils Assessment
Appendix G:	Greenhouse Gas Analysis
Appendix H:	Phase I Environmental Site Assessment
Appendix I:	Project Specific Water Quality Management Plan
Appendix J:	Hydrology Report
Appendix K:	Noise Impact Analysis
Appendix L:	Traffic Impact Analysis

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. Where checked below the topic with a potentially significant impact will be addressed in an environmental impact report.

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

ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BT THE LEAD AGENCY)

On the basis of this Initial Study, the City of Perris Environmental Review Committee finds:

☐ The City of Perris finds that the proposed Project COULD NOT have a significant effect on the environment, and a *NEGATIVE DEC*LARATION will be prepared.

☒ The City of Perris finds that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The City of Perris finds that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ The City of Perris finds that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature_____ Date_____

Printed Name_____ Title_____

Agency_____

3.1 AESTHETICS

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

a) Have a substantial effect on a scenic vista?

Less Than Significant Impact. The State CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) a scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area. As such, a project can have a substantial effect on a scenic vista or resource in two ways; 1) directly diminishing the scenic quality of the vista; or 2) blocking the scenic vista or scenic resource.

The City of Perris is located within the Perris Valley and the terrain is generally flat with views of surrounding low-lying hills in the far background. However, these views are not considered significant as they do not provide dramatic topographic relief in a manner that would be considered a "scenic vista." According to the City's General Plan EIR (Section 6.1, *Aesthetics*), all future buildings within the City will obstruct views to the foothills from at least some vantage points. However, views through openings from the east-west and north-south oriented roadway

networks and the streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills.

Similar to the City's topography, the vacant proposed Project site is a relatively flat parcel surrounded by a mix of residential and industrial development, drainage facilities, public streets, and vacant lands. As previously stated, the proposed Project would change the land use of PA 22 from Commercial to MFRZ and revise the development standards within the MRSP. As a result, the Project would require a DPR and SPA approval from the City. Specific to the proposed Project, changes to section 4.9, *Multi-Family Development Standards for Planning Area 22*, would be required to comply with Perris Municipal Code which regulates all elements of development, including building heights, and specific requirements. In addition, the Project would comply with the proposed development regulations contained in the MRSP as amended including limiting building heights on the Project site to 45 feet or 3 stories (as measured to midpoint of roof). As the site is not a scenic vista nor would the Project development block public views of a scenic vista, impacts will be less than significant. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The proposed Project site is vacant and regularly disked for fire management and does not contain scenic resources such as trees, rocks, or outcroppings. As discussed further in Section 3.5, Cultural Resources, the Project site contains no visible historic resources. The closest officially designated scenic highway is a portion of Highway 243 from Mountain Center to Banning. The nearest eligible State Scenic Highway is the segment of State Route 74 located approximately 3.4 miles south of the Project area that extends from Hemet, through Perris, and ends in San Juan Capistrano. The absence of these resources on or near the Project site results in no impact. No mitigation is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The proposed Project lies within a developed urbanized area within the MRSP and would introduce development in residential form on a site that has historically been vacant and used for farming activities. The existing MRSP designates the site for Commercial land uses. The proposed Project would change the land use designation of the site to MFRZ. As previously stated, the Project's consistency with the General Plan and approval of the SPA, will assure conformity with the emerging development pattern, and uniformity among developments within the Project area. The development standards of MFRZ for PA 22 within the MRSP land use

designation include building height limitations that serve to maintain scenic vistas as previously discussed. As a result, impacts are considered to be less than significant. No mitigation is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant With Mitigation. As stated in Section 4.2, *Aesthetics,* in the City's General Plan EIR, the City is largely undeveloped and a significant amount of ambient light from urban uses will be introduced with new development. The majority of new development will be located on large pieces of undeveloped land which would result in new sources of light or glare. Consequently, the City has enacted Section 19.02.110 A and B, and Section 4.9 of the development standards within the SPA establishes lighting design criteria for new development to minimize the amount of light cast on adjoining properties, public rights-of-way, and into the night sky. In addition, lighting shall be fully shielded and arranged and screened to reflect light away from adjoining residences and streets and to preclude lighting above the horizontal plane of the bottom of the lighting fixture. In addition, the City also implements Riverside County Light Pollution Ordinance 655 to restrict the permitted use of certain light fixtures through lumen power and shielding to reduce light into the night sky for the protection of astronomical observation and research.

Although the proposed Project 300-unit apartment complex would contribute to the increase in ambient light within the City as analyzed in the General Plan EIR, the Project's compliance with the provisions within the City's Municipal Code will result in an operational impact that is less than significant. A site lighting and specification plan have been submitted to the City for approval by the Project Applicant as required per Chapter 19.50, Section 19.50.060, *Submittal of supporting plans.* Minimal nighttime lighting is anticipated during construction as construction activities would be limited to certain hours of a workday that for most of the year occur during day light hours. With implementation of the regulatory requirements per Municipal Code Section 19.02.110, and with City approval of the SPA and appropriate lighting plans, operational impacts related to light and glare would be less than significant.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through the City's standard project review and approval process and with implementation of **mitigation measure MM AES-1**.

MITIGATION MEASURES

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTY RESOURCES. 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?	☐	☐	☐	☒

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?

No Impact. Historically, the proposed Project area has been used for agriculture and upon approval of the MSRP in 1989, future development plans of the area changed to urbanized uses consisting of residential, commercial, and parks. Consequently, the prior agricultural uses within and near the Project site were planned to be eliminated resulting in a significant and unavoidable impact. The Project site is designated as Farmland of Local Importance and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) per the Riverside County Important Farmland 2018 map prepared by the California Department of Conservation (CDC) as part of the Farmland Mapping and Monitoring Program (FMMP). As a result, the proposed Project would not convert Farmland to non-agricultural use. As stated in the

City's General Plan, Farmlands of Local Importance are of locally significant economic importance, of which operations include lands with soils that would be classified as Prime or Statewide Importance Farmlands but lack available irrigation water, lands planted for dry land grain, crops, lands producing major crops, dairy lands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied by permanent pasture or hay land of 10 acres or more, and or lands subject to Williamson Act contracts. Therefore, no impacts related to this issue would occur with implementation of the proposed Project. No mitigation is required.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The Project site is zoned for commercial use and is currently vacant and void of any agricultural uses. The Project site is not encumbered by a Williamson Act contract. Therefore, the proposed Project would not conflict with a Williamson Act contract, nor conflict with existing zoning for agricultural use. Therefore, development of the proposed Project would not have an impact on agricultural zoning or a Williamson Act contract, and no impact would occur. No mitigation is required.

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))?

No Impact. There is no forest land or resources within the City of Perris. As such, development of the proposed Project would have no impact on forest land or resources. No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no forest lands or resources within the City of Perris. As such, development of the proposed Project would have no impact on forest land or resources. No mitigation is required.

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?

No Impact. The proposed Project would change the existing land use designation of the site from Commercial to Multi-Family. As analyzed in this IS/MND, construction of the proposed Project would be consistent with the zoning and land use designations per the General Plan, MRSP as amended, and Municipal Code. As previously discussed within this section, development of the Project would not convert Farmland or forest land to non-agricultural or non-forest uses. Based on the Project site location and due to its undeveloped nature, the proposed Project would not

cause conversion of Farmland or forest land. Therefore, no impacts would occur. No mitigation is required.

3.3 AIR QUALITY

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III.AIR QUALITY. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Urban Crossroads prepared the Air Quality Impact Analysis (AQ Analysis), dated February 14, 2023, which analyzed construction and operational air quality impacts from the proposed Project. The AQ Analysis is referenced in Appendix A and was utilized in this section to determine impacts.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed Project site is located within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the basin which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Because of current exceedances of state and federal air quality standards in most parts of the SCAB, the SCAQMD has adopted an AQMP to meet the ambient air quality standards. The AQMP is updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The AQMP

incorporates scientific and technological information and planning assumptions, including the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) requirements. The 2022 AQMP was recently adopted by the SCAQMD on December 2, 2022.

As analyzed in the AQ Analysis, the proposed Project's consistency with the AQMP was determined using the process as defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). The Handbook identifies three consistency criteria as discussed below:

Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. The proposed Project's construction-source emissions would not exceed applicable regional significance thresholds or LSTs with SCAQMD Rule 403 compliance regarding dust emissions. As determined in the AQ Analysis, the Project is consistent with the AQMP with regard to regional construction-source air quality. Furthermore, the Project's operational-source emissions would not exceed applicable localized or regional significance thresholds. Therefore, the proposed Project is considered to be consistent with the first criterion.

Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Perris General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance to the entire site occurring during construction activities.

The proposed Project site is within the MRSP planning area of the City of Perris which allows for a variety of uses, densities and building intensities on parcels of seventy-five or more acres

subject to a master site plan. In addition, the MRSP includes comprehensive development standards that provide for flexibility in design, creation of unique neighborhoods, amenities including parks and inclusion of appropriate infrastructure. As stated in Section 2.0, *Project Description*, the proposed Project includes a SPA to change the current land use designation for the site (PA 22) from Commercial to MFRZ which allows for a density of 21.0 DU/AC. As previously stated, the proposed Project would consist of a 300-unit apartment complex consistent with the MFRZ development requirements for PA 22 within the SPA as presented within this IS/MND.

Based on the maximum allowable lot coverage of 50 percent, maximum building height of 45 feet (two stories assumed), and a maximum FAR of 0.75 for the existing CC Commercial Community zone, the commercial capacity of the site is approximately 237,838 square feet. The main source of emissions from the land use development would be vehicle trips. A commercial development of this size would generate approximately 6,390 average daily trips (Institute of Transportation Engineers' (ITE) Trip Generation). The Project would only generate approximately 2,022 daily trips (Traffic Impact Analysis). Because anticipated daily trips would be higher, development of the site as zoned for commercial purposes would be expected to have a greater contribution to criteria pollutant emissions than the proposed Project. Emissions from development of the proposed Project can be assumed to have been accounted for in the AQMP. Therefore, the Project would not exceed the SCAG and AQMP growth projection for the City of Perris and the Project would not conflict or obstruct with the goals and objectives of the AQMP. Therefore, the Project is determined to be consistent with the second criterion.

The Project would not result in or cause NAAQS or CAAQS violations, as such, the Project is considered to be consistent with the AQMP. Therefore, the impacts are considered to be less than significant. No mitigation is required.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SCAB is in non-attainment status for federal ozone standards, and state and federal particulate matter standards. The SCAB is designated as a maintenance area for federal PM_{10} standards. Any development in the SCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to the SCAQMD's cumulative air quality impact methodology. The SCAQMD states that if an individual project results in air emissions of criteria pollutants (VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.

For the purposes of analyzing the significance of a project's air pollution emissions, the SCAQMD has established daily mass construction and operations thresholds for regional pollutant emissions, which are shown in Table 3.3-1.

TABLE 3.3-1: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NO_x	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550
Pb	3	3

Source: Air Quality Impact Analysis (Appendix A)

Construction Emissions

It is now mandatory for all construction projects, including the proposed Project, to comply with several SCAQMD Rules, including the previously stated Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit a site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas.

As shown in Table 3.3-2, Project air pollution emissions using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0 indicate that maximum daily emissions from construction generated by the proposed Project for summer and winter would not exceed SCAQMD regional thresholds with incorporation of Rule 403 requirements. Therefore, construction activities would result in a less than significant impact.

TABLE 3.3-2: MAXIMUM CONSTRUCTION EMISSIONS

Year	Emissions (pounds/day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer (Smog Season)						
2023	4.99	47.10	39.60	0.05	8.42	5.07
2024	2.43	14.30	32.60	0.03	3.65	1.25
2025	30.70	1.37	4.86	<0.005	0.60	0.17
Winter						
2023	7.13	85.50	70.30	0.25	15.30	6.33

2024	2.36	14.60	28.20	0.03	3.65	1.25
2025	30.70	13.50	27.10	0.03	3.58	1.18
Maximum Daily Emission	**30.70**	**85.50**	**70.30**	**0.25**	**15.30**	**6.33**
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Appendix A)

Operation Emissions

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. The operation of the Project would include mobile emissions from vehicular travel. Area source emissions would occur from landscape equipment, architectural coatings for maintenance, and consumer products such as detergents, personal care, and cleaning compounds. Energy source emissions would occur from the use of natural gas and electricity.

Operational emissions associated with the proposed Project were modeled using CalEEMod. Emissions estimates for the operation of the proposed Project are presented in Table 3.3-3. As shown, the proposed Project would result in long-term regional emissions of criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not result in a cumulatively considerable net increase of any criteria pollutant and impacts would be less than significant.

TABLE 3.3-3: MAXIMUM OPERATIONAL EMISSIONS

Source	**Emissions (pounds/day)**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer (Smog Season)						
Mobile	8.51	7.48	67.70	0.16	5.48	1.07
Area	9.17	4.65	18.90	0.03	0.37	0.37
Energy	0.08	1.29	0.55	0.01	0.10	0.10
Winter						
Mobile	7.91	8.02	57.30	0.15	5.48	1.07
Area	7.64	4.48	1.91	0.03	0.36	0.36
Energy	0.08	1.29	0.55	0.01	0.10	0.10
Total Maximum Daily Emissions	**15.63**	**13.79**	**59.76**	**0.19**	**5.94**	**1.53**
SCAQMD Significance Thresholds	55	55	550	150	55	150
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of a project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. The SCAQMD has developed LSTs that 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 standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NO_x, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The City of Perris and the proposed Project site are located within SRA 24, Perris Valley.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. As it pertains to the proposed Project, the nearest sensitive receptor are existing single-family residences located to the south, directly adjacent to the Project site. In addition, existing single-family residences are located to the north and east of the Project site boundary ranging from approximately 58 feet (north) to 118 feet (east) from the Project site. According to the LST methodology, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters." As the existing residence is located less than 25 meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

Construction LSTs

As analyzed in the AQ Analysis, the SCAQMD's screening look-up tables were utilized to determine impacts regarding total acreage disturbed during earthwork activities during an 8-hour workday. The look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, and linear regression was utilized to determine localized significance thresholds. In consideration of impacts, one Rubber Tired Dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day. As such, the total acreage disturbed would be 3.5 acre per day for site preparation and 4 acres per day grading activities; therefore, consistent with SCAQMD guidance according to the Project's disturbed acreage.

As previously stated, Rule 403 requires that feasible dust control measure be implemented, including at a minimum applying water to active construction areas 3 times per day, installing track-out devices at access points, and halting operations during high wind events. As shown in Table 3.3-4, with compliance with Rule 403, localized construction emissions would not exceed the applicable SCAQMD LSTs. Therefore, impacts are considered less than significant.

TABLE 3.3-4: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION EMISSIONS

Construction Activity	Year	Maximum Daily Regional Emissions (pounds/day)			
		NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2023	47.00	38.00	8.19	5.02
	Localized Significance Thresholds	220	1,230	10	6
	Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading	2023	40.90	32.70	4.67	2.79
	Localized Significance Thresholds	196	1,128	11	7
	Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Air Quality Impact Analysis (Appendix A)

Operational LSTs

The proposed Project site is approximately 14.68 acres, and the total development consists of a 300-unit apartment complex. According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). As concluded in the AQ Analysis, the proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no LST analysis is needed for operations. Therefore, the impacts are considered to be less than significant.

CO "Hot Spot" Analysis

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur according to the 2003 Los Angeles "hot spot" analysis (AQMD). In addition, a significant CO impact would occur if a project would generate an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph). As concluded in the AQ Analysis, the proposed Project would generate only 120 a.m. and 153 p.m. peak hour trips, and result in an estimated 8-hour CO concentration of 1.5-1.8 ppm. As a result, the Project's trip generation would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 "hot spot" analysis or based on representative Bay Area Air Quality Management District (BAAQMD) CO threshold considerations. Further detailed modeling of Project-specific CO "hot spots" is not needed as determined in the AQ Analysis (Appendix A).

Therefore, impacts to sensitive receptors from implementation of the proposed Project would be less than significant. No mitigation is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Land uses associated with emissions of objectionable odors include wastewater treatment plants, landfills, and agricultural uses. The proposed Project would construct a residential multi-family apartment which is not a land use associated with emissions of objectionable odors. As stated in the AQ Analysis, potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Construction odor emissions are temporary, short-term, and intermittent in nature and would cease upon completion of construction and considered less than significant. Long-term operation of the proposed Project would create odor related impacts from the generation of refuse stored in covered containers. However, this impact is temporary as refuse would be removed at regular intervals in compliance with the City's solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant. No mitigation is required.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV.BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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?	☐	☐	☐	☒

The analysis in this section is based on the January 2023, Biological Resource Assessment (Bio Assessment) prepared by Carlson Strategic Land Solutions, Inc. (CSLS), which is provided in its entirety as Appendix B of the IS/MND. A general biological survey, vegetation mapping, burrowing owl habitat assessment, delineation of jurisdictional waters and wetlands, and the first of a narrow endemic plant survey was conducted for the Project site by CSLS biologists

Brianna Bernard and Justinne Manahan on March 08, 2022. A second narrow endemic plant survey was conducted on June 8, 2022. During the field visit, the biologists assessed the existing habitat at the Project site. The survey was conducted within the Project site and surrounding 500-foot buffer zone. The Project site is within the City of Perris, which is a participant to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); therefore, the Project is subject to MSHCP surveys.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. The approximately 14.7-acre Project site is surrounded by residential development to the north, east, and south, and open space to the west. According to the CSLS site survey, the Project site consists of disturbed habitat including non-native and ruderal plant species of which is routinely maintained for fire prevention. Furthermore, the Bio Assessment concluded no special status species or sensitive species were identified to occur or observed on-site. Therefore, the removal of non-native and ruderal species would not be considered a significant impact.

As stated in the Bio Assessment, development of the Project site would result in the disruption and removal of habitat and the loss and displacement of non-sensitive common wildlife species. As a result of the existing site conditions on-site and surrounding residential development, such impacts would not be expected to reduce the general wildlife populations below self-sustaining levels within the region. Therefore, impacts to common wildlife species are considered to be less than significant.

Although the Project site consists primarily of disturbed habitat, the site has the potential to support avian ground nests due to the lack of vegetation and limited ground cover. Nesting activity typically occurs from February 15 to August 31, although the California Department of Fish and Wildlife (CDFW) has informed the City that the timing of the nesting season varies greatly depending on several factors, such as the bird species, weather conditions in any given year, and long-term climate changes (e.g., drought, warming, etc). Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such, direct impacts to breeding birds (e.g., through nest removal) or indirect impacts (e.g., by noise causing abandonment of the nest) is considered a potentially significant impact. Compliance with the Migratory Bird Treaty Act (MBTA) would reduce impacts to a less than significant level, as detailed in **mitigation measure MM BIO-1**.

As a result, with implementation of **mitigation measure MM BIO-1** the Project would have a less than significant impact on a candidate, sensitive, or special status species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. According to the Bio Assessment, there are no riparian habitats on the Project site subject to Section 1602 of the California Fish and Game Code, as regulated by the California Department of Fish and Wildlife (CDFW). In addition, there are no sensitive natural plant communities present on-site. As previously stated in this IS/MND, the topography of the Project site is mostly flat and completely disturbed. As a result, no impact directly, indirectly, or cumulatively to riparian habitats or other sensitive natural communities would result from the proposed Project's implementation. No mitigation is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As previously stated in this IS/MND, the topography of the Project site is mostly flat and completely disturbed. As determined in the Bio Assessment, the Project site does not contain State or federally protected wetlands. The proposed Project would have no impact directly, indirectly, or cumulatively to state or federally protected wetlands directly, indirectly, or cumulatively. No mitigation is required.

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?

Less Than Significant With Mitigation Incorporated. Although the proposed Project site is completely disturbed, the site supports potential live-in and movement habitat for species on a local scale (i.e., some limited live-in and marginal movement habitat for reptile, bird, and mammal species). As determined in the Bio Assessment, the Project site provides little to no function to facilitate wildlife movement on a regional scale. Furthermore, the Project site is not identified as a Special Linkage area within the MSHCP Plan Area. Movement on a local scale likely occurs with species adapted to urban environments due to the surrounding development and disturbances in the vicinity of the site. Although implementation of the Project would result in disturbances to local wildlife movement within the site, those species adapted to urban areas would be expected to persist on-site following construction. As such, impacts would be less than significant.

In addition, the Project site supports potential foraging habitat and limited nesting habitat (ground nesters) for migratory birds, in addition to potential foraging habitat for raptors. Based on the disturbed nature of the site, the quality of foraging habitat is considered to be low. Therefore, impacts to foraging habitat would be considered less than significant.

As discussed above in Response a), the Project site has the potential to support avian ground nests due to the lack of vegetation and limited ground cover. Nesting activity typically occurs from February 15 to August 31, and the disturbing or destroying of active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such, direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) is considered a potentially significant impact. As detailed in **mitigation measure MM BIO-1**, compliance with the MBTA would reduce impacts to a less than significant level. As a result, with implementation of **mitigation measure MM BIO-1,** the Project's impacts on wildlife movement including migratory birds would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The proposed Project is not subject to any policies or ordinances protecting biological resources, such as a tree preservation ordinance. Furthermore, there are no observed biological resources on-site, including trees. Therefore, no impact would occur directly, indirectly, or cumulatively. No mitigation is required.

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?

No Impact. As previously stated, the Project site is located within the MSHCP area, however, it is not located within any MSHCP Criteria Areas, Cell Groups, or Subunits. Furthermore, the Project site is not located in survey areas for Amphibians, Mammals, or Special Linkage areas. As stated in the Bio Assessment, the Project site is subject to Riparian and Riverine Areas pursuant to MSHCP Section 6.1.2, Narrow Endemic Plants pursuant to Section 6.1.3, Urban/Wildland Interface pursuant to Section 6.1.4, and Western Burrowing Owl overlay pursuant to MSHCP Section 6.3.2.

It was determined during the CSLS field surveys, there were no features identified within the Project site considered riparian and/or riverine as outlined within the MSHCP Section 6.1.2. In addition, the Project site does not contain suitable habitat for any of the riparian/riverine vernal pool species listed in Section 6.1.2 of the MSHCP, including listed fairy shrimp. No impacts to those species listed in Section 6.1.2 of the MSHCP are associated with implementation of the proposed Project due to the lack of suitable habitat on-site. Therefore, the Project is consistent with MSHCP Section 6.1.2.

Portions of the Project site are located within the Narrow Endemic Plant Species Survey Areas Number 10, which include the following target species:

- San Diego ambrosia (*Ambrosia pumila*)

- Brand's phacelia (*Phacelia stellaris*)
- San Miguel savory (*Satureja chandleri*)

No special status plant species were observed during CSLS field surveys, and none are expected to occur on-site due to the lack of suitable habitat or suitable soil found within the Project site. As a result, there would be no potential impacts to special status plants due to Project implementation. No impacts to those species listed in Narrow Endemic Plant Species Survey Area Number 10 Section 6.1.3 of the MSHCP are associated with Project implementation due to the lack of suitable habitat on-site. Therefore, the Project is consistent with MSHCP Section 6.1.3.

According to the Bio Assessment, the Project site is not located within an existing or proposed MSHCP Conservation Area as pursuant to Section 6.1.4 of the MSHCP. Therefore, there are no potential impacts to Urban/Wildlands Interface due to Project implementation. No impacts would occur and no mitigation is proposed. Therefore, the Project is consistent with MSHCP Section 6.1.4.

Furthermore, CSLS determined the Project site does not contain suitable habitat for BUOW, and no BUOWs or evidence of BUOWs were observed on-site or within the surrounding 500-feet. The Project site lacked necessary sized burrows and vegetation cover to provide suitable nesting habitat for BUOW. The 500-foot buffer is developed to the north, south and east with residential uses. No California ground squirrels or burrows were observed on the Project site. Based on the lack of suitable BUOW burrows, maintenance that occurs on the Project Site, and surrounding built environment, it is concluded that the Project site does not contain suitable BUOW Habitat and is not occupied by BUOW. Therefore, the Project is consistent with MSHCP Section 6.3.2.

As a result, implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impacts would occur. No mitigation is required.

MITIGATION MEASURES

MM BIO-1: Prior to the issuance of any grading permit that would impact potentially suitable nesting habitat for avian species, the Project Applicant shall adhere to the following:

1. Vegetation removal activities shall be scheduled outside the nesting season (generally September 1 to February 14 for songbirds; September 1 to January 14 for raptors, although the nesting season may be extended due to weather and drought conditions) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters.

2. Any construction activities that occur during typical nesting season (generally February 15 to August 31 for songbirds; January 15 to August 31 for raptors, although the nesting season may be extended due to weather and drought conditions) will require that all suitable habitat, on-site and within 300 feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist shall establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The biologist shall review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

3.5 CULTURAL RESOURCES

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The Cultural Resources Assessment (Cultural Assessment) was prepared for the proposed Project site to determine potential impacts to cultural resources from implementation of the proposed Project. The Cultural Assessment was prepared by Duke Cultural Resources Management, LLC (Duke CRM), March 2023, and is included as Appendix C.

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. According to the State CEQA Guidelines (§15064.5b), 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 upon the environment. CEQA defines a substantial adverse change to the significance of a historical resource as the demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. A significant historical resource is defined as:

(1) A resource listed or eligible for listing in the California Register of Historical Resources.

(2) A resource included in a local register of historical resources or identified as significant in a historical resource survey.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

(4) Other resources that do not meet definitions 1, 2 and 3 above defined in Public Resources Code sections 5020.1(j) or 5024.1.

On November 11, 2021, DUKE CRM conducted a records search at the Eastern Information Center (EIC). The EIC is the Riverside County regional office of the California Historical Resources Information System (CHRIS) located at the University of California, Riverside. Duke CRM's record search determined that there are no cultural resources recorded within the Project area boundary. As shown in Table 3.5-1, the Cultural Assessment (Appendix C) identified four (4) previously recorded cultural resources within ½ mile of the Project area boundary. Four (4) previously recorded cultural resources were recorded within ½ mile of the Project area, and the closest is the Perris Valley Storm Drain located 100 feet to the west of the Project boundary area. However, this resource is located beyond the Project area boundary and would not to be impacted.

TABLE 3.5-1: PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN ½ MILE OF THE PROJECT

Site No.	Age	Description	NRHP/ CRHR Eligibility	Distance (ft.)
P-33-011265	Historic	Colorado River Aqueduct	Unknown	1,300 north
P-33-028896	Historic	Concrete Irrigation Feature	Unknown	2,650 west
P-33-029117	Historic	Concrete Slab	Unknown	1,665 southwest
P-33-029118	Historic	Perris Valley Storm Drain	6Z	100 east

Source: Cultural Resources Assessment (Appendix C)

To supplement the ½ mile EIC records search, DUKE CRM conducted online research to identify additional recorded cultural resources within 1 mile utilizing cultural resources studies from nearby projects. As noted in the Cultural Assessment, Brian F. Smith & Associates (BFSA, 2021) conducted a cultural resources survey for APN 300-170-008, located approximately 945 ft. west of the Project area boundary. As shown in Table 3.5-2, the BFSA cultural resources survey found six (6) cultural resources within a 1-mile radius and are listed within Cultural Assessment (Appendix C).

TABLE 3.5-2: PREVIOUSLY RECORDED CULTURAL RESOURCES WITHIN 1 MILE OF THE PROJECT

Site No.	Description
RIV-3720	Prehistoric Bedrock Milling Station
RIV-3726H	RIV-3726H Historic Colorado River Aqueduct and Road Alignment
RIV-7744	RIV-7744 Perris Indian School (1892 to 1904); Smith-Lowery Farming circa 1910
RIV-8389	RIV-8389 Historic Farm Equipment
P-33-007641	P-33-007641 J.B Mayer Ranch
P-33-007659	P-33-007659 Historic Quonset Huts

Source: Cultural Resources Assessment (Appendix C)

Although the 10 historic cultural resources were identified and as close as 100 feet to the Project site, none would be impacted due to implementation of the proposed Project since they are not within the Project site boundary. Furthermore, Duke CRM concluded there are no cultural resources recorded within the Project site. Therefore, the proposed Project would not have any significant historical resource impacts. No mitigation is required.

On March 8, 2022, a pedestrian survey of the Project site was conducted by Duke CRM to identify all historic built environment resources, prehistoric/ historic period archaeological resources, and paleontological resources within the Project boundaries. Historic aerial photographs indicate that the Project property was being used for agriculture in 1938 until the first homes appeared to be developed within the MRSP sometime after 1994. As stated in this IS/MND, the land within the Project is currently vacant and has been regularly disturbed by weed abatement activities such as mowing. The site also shows signs of vehicle tracks. As determined in the Cultural Assessment, there were no cultural resources observed on-site.

As concluded in the Cultural Assessment, the Project site has a low sensitivity for cultural resources and a low sensitivity for historic period cultural resources. Therefore, any disturbance of native soils has a low potential to directly impact any cultural resources. As a result, implementation of the proposed Project would not result in direct impacts to any historic resources within the Project vicinity. Therefore, no impacts would occur related to historical resources on-site. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. As previously stated above in Response a), the field survey and record search conducted for the proposed Project determined no cultural resources exist within the Project area boundary. As a result of the Project site's low sensitivity for such resources, archaeological monitoring during ground disturbing activity is not recommended. Furthermore, DUKE CRM does not recommend any further cultural resources efforts.

Although the records search did not reveal the presence of known resources on-site and no archaeological resources were observed on-site, there is the potential to uncover unknown archaeological resources during earthwork activities. As defined in **mitigation measure MM CUL-1**, the Project would be subject to the City's standard mitigation requirements for cultural resources and that the Project applicant will be required to retain a professional archaeologist to monitor the initial ground-disturbing activities at the Project site and any off-site Project-related improvement areas. As a result, with implementation of **mitigation measure MM CUL-1**, potential impacts related to archaeological resources would be reduced to less than significant levels.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant With Mitigation Incorporated. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5, and Public Resources Code Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. These requirements are incorporated into the City's standard mitigation requirements presented herein as **mitigation measure MM CUL-2**. Compliance with **mitigation measure MM CUL-2**would ensure that potential impacts to human remains would be less than significant.

MITGATION MEASURES

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

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

disturbing equipment to allow time for the recording and removal of the resources.

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

If any 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 and the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and Augustine Band of Cahuilla Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, or the Augustine Band of Cahuilla Indians shall be retained to assist the Project Archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative shall be given ample time to examine the finding. The significance of Native American resources shall be evaluated in accordance with the provisions of State CEQA Guidelines and shall consider the religious beliefs, customs, and practices of the Luiseño Tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative shall work with the City and consulting Archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project site or within the offsite Project improvement areas, **mitigation measure MM CUL-1** shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño Tribe. This shall include, but not be limited to, an agreement that artifacts shall be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting Archaeologist.

Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 Code of Federal Regulations [CFR] Part 79) and available to Archaeologists/researchers for further study. The Project Archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

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

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

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

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

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

3.6 ENERGY

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

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. An Air Quality Impact Analysis (Appendix A) and Greenhouse Gas Analysis (Appendix G) prepared for the Project calculated the Project's energy use during construction and operation based on CalEEMod modeling. Based on information provided by the Project Applicant and analyzed in the studies, construction of the proposed Project is anticipated to begin in September 2023 and occur for 21 months as previously shown in Table 2-1, *Construction Duration*.

Construction

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the proposed Project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with commutes by construction workers and haul trucks trips. Gasoline and diesel fuels would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiency and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2020 Integrated Energy Policy Report Update (IEPR) released by the California Energy Commission (CEC) has shown that on- and off-road vehicle fuel efficiencies are improving due to more stringent government requirements.

As previously stated, Project construction is anticipated to last 21 months and would require a maximum of 216 worker vehicle trips per day and 32 vendor trips per day during building construction activities, including 341 soil import hauling trips per day during grading activities. All other construction activities would require fewer worker and vendor vehicle trips, while soil

import hauling trip would cease once complete. Most of the construction-related energy consumption would be associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all four subphases of construction. As required for all construction projects, California Code of Regulations (CCR) Title 13, Motor Vehicles, section 2449(d)(2) 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. Per the section, A Written Idling Policy is to be made available to construction equipment operators to inform them idling is limited to 5 consecutive minutes or less. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Furthermore, energy needs for Project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy.

There is no atypical construction-related energy demand associated with the proposed Modified Project. Non-renewable energy would not be consumed in a wasteful, inefficient and unnecessary manner when compared to other construction activity in the region.

Operations

The proposed Project would increase electricity and natural gas consumption in the region relative to existing conditions. However, the buildings associated with development of the proposed Multi-Family would, at a minimum, be built to the Title 24 Building Energy Efficiency Standards that are in effect at the time of development. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Table 3.6-1 summarizes the annual levels of energy consumption associated with the operation of the proposed Project.

TABLE 3.6-1: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Operational Source	Energy Usage
Electricity (Kilowatt-Hours)	
Apartments (Low Rise)	2,054,037
Parking Lot	131,265
Total	**2,185,302**
Natural Gas (Thousands British Thermal Units)	
Apartments (Low Rise)	5,091,067
Parking Lot	0
Total	**5,091,067**

Source: Air Quality Impact Analysis (Appendix A)

Additionally, annual fuel consumption associated with project-related vehicle trips is estimated to be 243,700 gallons of gasoline. Typical for similar projects within Riverside County, such fuel consumption would not be considered wasteful, inefficient, or unnecessary in comparison to

other similar developments in the region. The gasoline usage was calculated using the proposed Project's estimated 6,278,926 annual VMT miles and estimated 25.765 miles per gallon from the CARB mobile source emissions inventory EMFAC 2021 database (CARB 2021). State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. As discussed in Section 3.17, *Transportation*, the Project is located within Traffic Analysis Zone (TAZ) 3846, comprised mostly single-family residences, which has a VMT per capita of 16.8 miles. As determined in the Traffic Impact Analysis, the Project's change to Multi-Family uses, which has a 14.2 percent lower VMT than single-family residences, would reduce the Project's VMT to 14.41 miles from the 16.8. Therefore, the Project would reduce the VMT within the TAZ and is also below the City's VMT threshold of 15.05 miles. Consequently, the Project would align with the intent of the Southern California Association of Governments (SCAG) Connect SoCal 2024 – 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy to reduce regional VMT. 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.

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use and impacts would be less than significant. No mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed Project would be developed in accordance with the compliance of the 2022 Building Energy Efficiency Standards (Energy Code), which are intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the Project would comply with the current and future versions of the State's California Building Code as incorporated into City's municipal code Title 16, *Buildings and Construction*. The 2022 Energy Code (and subsequent updates), which the Project is subject to, is designed to move the state closer to its zero-net energy goals. As also stated above, SCE, as an electricity utility, is required to comply with the future benchmarks of California's Renewables Portfolio Standard (RPS) (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the proposed Project will increasingly be provided by renewable sources.

Implementation of the proposed Project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities. However, the proposed Project would ensure various energy conservation and generation features would be incorporated into new development including the installation of renewable energy features and the installation of energy efficient appliances and features, which

would align with the current and future Energy Code and Building Code. Due to the inclusion of energy efficiency and renewable energy measures as part of the proposed Project and compliance with state regulations related to energy efficiency and renewable energy, Project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

3.7 GEOLOGY AND SOILS

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

The *Geotechnical Engineering Investigation* (Geotechnical Investigation) was prepared for the proposed Project site by Salem Engineering Group, Inc., May 25, 2021, which is included as Appendix D. The Geotechnical Investigation included a review and evaluation of the subsurface

conditions encountered at the Project site and provided conclusions and recommendations relative to the geotechnical aspects of constructing the Project.

Duke CRM prepared a Paleontological Resources Assessment (Paleo Assessment) for the Project (Rider and Evans Multi Family Project), which is included as Appendix E. The Paleo Assessment was based on a records search by the Natural History Museum of Los Angeles County (NHMLAC) and other online and published databases, and a field survey to identify potential paleontological resources.

As analyzed in this section, the Proposed Project is required to be constructed in compliance with the City's Building Code, which contains standards for building design to minimize the impacts from ground shaking. In addition, the City's building code regulates the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the city. According to Section 16.08.050, *Adoption of the 2019 California Building Code*, within the City's Municipal Code, the City's building code has adopted the California Building Codes 2019 Edition Volumes 1 and 2 with amendments included in Sec. 16.08.051, and the 2018 International Building Code Appendix Chapters A.1, 21-4 through 21-8, H, I and J.

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.

No Impact. Southern California is an area of generally high seismicity and the closest fault to the Project site is the San Jacinto Fault located approximately five (5) miles to the northeast. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. As confirmed in the Geotechnical Investigation prepared for the proposed Project, the site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. Therefore, the potential for surface rupture due to faulting occurring beneath the Project site during the design life of the proposed development is considered low. As the Project site does not contain an earthquake fault, it is not affected by a state-designated Alquist-Priolo Earthquake Fault Zone. No impacts would occur, and no mitigation is required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As mentioned previously, the Project site is located within a seismically active region of Southern California Southern and the closest fault to the Project site is the San Jacinto Fault located approximately five (5) miles to the northeast. Thus, strong seismic

ground shaking has a high likelihood of occurring at the site. As previously stated, structures built in the City including the proposed Project, are required to be built in compliance with the City's building code, which has adopted the 2019 CBC as stated in Section 16.08.050 of City's Municipal Code. According to Policy S-7.1, *Seismic Hazards*, in the Safety Element of the City's General Plan, all development will be required to include adequate measures to minimize damage due to seismic incidents. As such, compliance with the City's Building Code would ensure earthquake safety based on factors including occupancy type, types of soils on-site, and probable strength of ground motion. Furthermore, compliance with the City building code would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) building structural strength that would withstand the effects of strong ground shaking. Therefore, with City building code compliance, the proposed Project would not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Thus, the impacts would be less than significant. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur with soils of higher porosity (i.e., clay) becoming saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. According to the City's General Plan Safety Element Figure S-6, *Earthquake Faults and Liquefaction Susceptibility*, the western and eastern portions of Project site is area mapped for High susceptibility to liquefaction. However, the central area of the Project site is not mapped as an area susceptible to liquefaction.

As described in the Geotechnical Investigation (Appendix D) prepared for the Project, historically the highest groundwater is estimated to be at a depth of 20 feet below ground surface based on the County of Riverside Geologic Hazards Map (2004) and regional groundwater data. Soils encountered within the depth of 28 feet on the Project site consisted predominately of stiff to hard silty sand/sandy silt, sandy silt, and loose to very dense silty sand with various amounts of gravel and clay. A low to very low cohesion strength is commonly associated with the sandy soil profile at the site. No groundwater was encountered during the on-site field investigations, and the on-site soil has a moderate potential for liquefaction. Salem Engineering determined the Project site is suitable for the proposed Project as planned, provided the recommendations contained in the Geotechnical Investigation are incorporated into the Project design and construction. As recommended, implementation of **mitigation measure MM GEO-1** would require all grading and foundation plans be prepared by a Civil and Structural Engineer and reviewed and approved by the City's Public Works Department. With implementation of

mitigation measure MM GEO-1, impacts would be reduced to a less than significant level. Furthermore, the City's building code standards including the California Building Code (CBC) are implemented, enforced and maintained so that new development projects are located, designed and operated to reduce effects of a seismic events, including liquefaction, to acceptable levels.

iv) Landslides?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Perris Valley can be described as a relatively flat topography with surrounding hilly terrain resulting in low probability of impact from earthquake-induced landslides. Similarly, the proposed Project site and surrounding area is predominantly flat and does not contain any hills or steep slopes. The Project site is relatively flat and is not located adjacent to any hillsides that may be subject to landslides. As concluded in the Geotechnical Investigation, there are no known landslides at the site, nor is the site in the path of any known or potential landslides. There is no potential for a landslide to be a hazard to the proposed Project. Thus, there would be no impact. No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed Project includes the construction of a new Multi-Family development with associated infrastructure and landscaping on a relatively flat site. The Project would involve earthmoving activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Municipal Code Chapter 14.22 (*StormWater/Urban Runoff Management and Discharge Control*). Project compliance would include all graded areas must be protected from erosion through slope stabilization methods such as planting, walls, or netting. Interim erosion control plans shall be required, certified by the Project engineer, and reviewed and approved by the City's Public Works Department.

In addition, the proposed Project would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations which requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation prior to construction activities. The SWPPP would identify Best Management Practices (BMPs) to be implemented to reduce, prevent, or minimize soil erosion to be implemented during construction activities. Additionally, the Construction General Permit (CGP; Order No. R8-2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. Through compliance with City Municipal Code stormwater management requirements, NPDES requirements, and installation of BMPs, which would be

implemented through the City's Department of Building and Safety development review process, construction impacts related to erosion and loss of topsoil would be less than significant.

The proposed Project includes installation of various landscaping throughout the Multi-Family development. With this landscaping, erosion of topsoil by wind or water would not occur upon operation of the proposed Project. As described in Section 3.10, *Hydrology and Water Quality*, the hydraulic features of the proposed Project have been designed to slow, filter, and retain stormwater within landscaping, storm drain system, and detention basin, which would also reduce the potential for stormwater to erode topsoil. Implementation of the Project also requires City approval of a Water Quality Management Plan (WQMP), which would ensure that NPDES requirements and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, with implementation of existing requirements, impacts related to substantial soil erosion or loss of topsoil would be less than significant. No mitigation is required.

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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant With Mitigation Incorporated. The proposed Project site is located within a seismically active area. As stated within Response 3.7 a) iii), impacts related to liquefaction would be mitigated to a less than significant level through compliance existing development standards and **mitigation measure MM GEO-1**. As discussed in Response 3.7 a) iv), the Project site would not be subject to earthquake-induced landslides. As determined in the Geotechnical Investigation, the subsurface conditions are typical of those found in the geologic region of the site, and the soils within the depth of exploration (28 feet) consisted predominately of stiff to hard silty sand/sandy silt, sandy silt, and loose to very dense silty sand with various amounts of gravel and clay. Due to soil composition and existing conditions, impacts from subsidence and lateral spreading are considered low and not a design concern for the Project. However, with implementation of **mitigation measure MM GEO-1**, compliance of existing development standards, and incorporation of Geotechnical Investigation recommendations related to soils compaction and development of foundations as part of the building plan check and development permitting process, potential impacts related to liquefaction, settlement, and ground collapse would be reduced to a less than significant level.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?

Less Than Significant Impact With Mitigation Incorporated. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes. The shrinking or swelling of expansive soils can shift, crack, or break structures built on such soils. Arid or semiarid areas with

seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

As documented in the Geotechnical Investigation, excavated soils generated from cut operations at the site are suitable for use as general engineered fill in structural areas, provided they do not have an Expansion Index greater than 20 (EI≤20) and do not contain deleterious matter, organic material, or rock material larger than 3 inches in maximum dimension. Implementation of **mitigation measure MM GEO-2** would require a Geotechnical Engineer to be present during all site clearing and grading operations to test and observe earthwork construction including compaction and stability of the soil material. The Geotechnical Engineer may reject any material that does not meet compaction and stability requirements. In addition, as described previously, compliance with existing development standards would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant with implementation of **mitigation measure MM GEO-2**.

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?

No Impact. The proposed Project would connect to the Eastern Municipal Water District's existing sewer lines and would not use septic tanks or alternative wastewater disposal systems. As a result, no impacts related to septic tanks or alternative wastewater disposal systems would occur from implementation of the proposed Project and no mitigation would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less Than Significant Impact With Mitigation Incorporated. As described in the Paleontological Assessment performed for the Project, there would be the potential for impacts to unknown paleontological resources. The records search and the field survey performed by Duke CRM did not identify paleontological resources within the Project area, but the records search indicates numerous nearby fossils localities (within 3 miles) in Pleistocene-age deposits. Old alluvial fan deposits underly the Project area and have a high potential to contain fossil resources. Therefore, ground disturbances that would extend into the old alluvial fan deposits (estimated below five feet below surface) would have a high potential to directly impact unique paleontological resources.

Due to the Project's potential impact to unknown paleontological resources, implementation of **mitigation measure MM GEO-3** would reduce impacts to a less than significant level by requiring a qualified paleontologist for monitoring in areas of old alluvial fan deposits during grading

activities. If significant resources are discovered during construction, implementation of the procedures set forth in **mitigation measure MM GEO-3** would ensure potentially significant resources are protected in accordance with established laws and policies.

With the implementation of **mitigation measure MM GEO-3**, potential impacts to paleontological resources during construction activities would be avoided and impacts would be less than significant.

MITIGATION MEASURES

MM GEO-1: **Grading and Foundation Seismic Design:** All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the City's Public Works Department prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Investigation prepared for the proposed Project by Salem Engineering Group, Inc. are properly incorporated and utilized in the Project design.

MM GEO-2: **Earthwork Testing and Observation:** A Geotechnical Engineer shall be present during all site clearing and grading operations to test and observe earthwork construction. Acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Geotechnical Engineer may reject any material that does not meet compaction and stability requirements.

MM GEO-3: Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City.

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

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

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

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII.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 emission of greenhouse gases?	☐	☐	☒	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Greenhouse Gas Analysis (GHG Analysis) dated May 4, 2023 (Appendix G), was prepared to evaluate the proposed Project's impacts in the context of the current regulatory environment for GHGs and, more specifically, to evaluate Project-related construction and operational emissions and determine the level of GHG impacts as a result of constructing and operating the proposed Project.

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

As discussed previously, the SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, the SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold of 10,000 MTCO2e for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD

permit threshold). The Working Group continued to consider the adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 is contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold and uses the following tiered approach:

- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - All industrial land use projects: 10,000 MT CO_2e/yr
    - Option 1
        - Based on non-industrial land use type: residential: 3,500 MT CO_2e/yr; commercial: 1,400 MT CO_2e/yr; or mixed use: 3,000 MT CO_2e/yr
    - Option 2
        - All non-industrial land use types: 3,000 MT CO_2e/yr

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO2 concentrations at 450 ppm, thus stabilizing global climate. However, the thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, SCAQMD staff plan to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold. The only update to the SCAQMD's GHG thresholds since 2010 is that the 10,000 MT CO_2e/yr threshold for industrial projects is now included in the SCAQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance adopted by the SCAQMD, the City of Perris has been using the 10,000 MT CO_2e threshold of significance for industrial projects and the draft thresholds for non-industrial projects for the purpose of evaluating impacts with respect to project-level GHG emissions. As stated in the GHG Analysis, this approach is an accepted screening method used by the City of Perris and numerous local agencies throughout South Coast Air Basin and is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). Based on guidance from the SCAQMD, if a residential project would emit GHGs less than 3,500 MT CO_2e per year, the project is not considered a substantial GHG emitter and the

GHG impact is less than significant, requiring no additional analysis and no mitigation. If a residential project would emit GHGs in excess of 3,500 MT CO_2e/yr, then the project could be considered a substantial GHG emitter, which would require additional analysis and potentially mitigation.

Operational activities associated with the proposed Project will result in emissions of CO_2 (carbon dioxide), CH_4 (methane), N_2O (nitrous oxide), and R (refrigerants) from the following primary sources: Area Source Emissions; Energy Source Emissions; Mobile Source Emissions; Water Supply, Treatment, and Distribution; Solid Waste; and Refrigerants. The estimated operational GHG emissions that would be generated from implementation of the proposed Project are shown below in Table 3.8-1.

TABLE 3.8-1: GREENHOUSE GAS EMISSIONS

Emission Source	Emissions (MT/yr) Total CO_2e
Amortized Construction Emissions	56.93
Mobile Source	2,345.00
EV Charger – Fuel Reduction	-250.44
Area Sources	69.70
Energy Sources	618.00
EV Charger – Energy Demand	33.67
Water Usage	29.80
Waste	69.30
Refrigerants	0.34
Total Annual Emissions	**2,972.30**
Significance Threshold	3,500
Threshold Exceeded?	**No**

Source: Greenhouse Gas Analysis (Appendix G)

As shown above Table 3.8-1, the proposed Project will result in a net total of approximately 2,972.30 MT CO_2/yr, which is below the SCAQMD/City's screening threshold of 3,500 MT CO_2e/yr. The Project would not have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Therefore, based upon the screening threshold, the proposed Project's impacts related to GHG emissions would be less than significant. No mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Less Than Significant Impact. The GHG Analysis includes a detailed discussion of federal, State, and regional plans, policies, and regulations addressing the reduction of GHG emissions. Further, the GHG Analysis identifies mandates imposed by the State and the SCAQMD aimed at the reduction of air quality emissions, including those that would also assist in the reduction of GHG

emissions. Pursuant to Section 15604.4 of the State CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As stated in the GHG Analysis, the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plans is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan. Project consistency with the 2022 Scoping Plan and the City CAP is evaluated in the following discussion.

CARB 2022 Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to "deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor." The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with State CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation - the regulations that will impact this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

> "The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution."
>
> "[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies.

Included in the 2022 Scoping Plan is a set of Local Actions (Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan.

Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects, in fact CARB states in Appendix D (page 4): "…focuses primarily on climate action plans (CAPs) and local authority over new residential development. It does not address other land use types (e.g., industrial) or air permitting."

As determined in the GHG Analysis, the Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. The Project includes design features related to water and solid waste conservation that would further reduce Project GHG emissions. As such, the Project would not be inconsistent with the 2022 Scoping Plan. Lastly, the Project would be required to comply with applicable elements outlined in the City's CAP which fulfills the description of mitigation found in the State CEQA Guidelines. As such, the Project would be consistent with the 2022 Scoping Plan.

City of Perris Climate Action Plan

The City of Perris adopted its CAP in February 2016. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide.
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).
- Solid waste measures that reduce landfilled solid waste in the City.

The proposed Project site is located along the Riverside Transit Agency's Bus Route 9. The Project developer would be required to install 30 residential EV Charging stations, which would require a dedicated 208/240-volt branch circuit in compliance with CalGreen Code Section 4.106.4.1 to facilitate use of EV vehicles by future residents. The proposed Project would provide waste, recycling, and green waste containers for each home per City of Perris waste regulations. Therefore, the Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP.

Furthermore, the proposed Project is subject to current California Building Code (CBC) as adopted within the City's building code and must achieve the 2022 Building and Energy Efficiency Standards and California Green Building Standards requirements, which include energy conservation measures and solid waste reduction measures. While the Project does not include reduced parking, the Project would provide sidewalks and pedestrian walkways to encourage the use of alternative modes of transportation (walking, biking, and transit) as a result of its increase in density. As such, the proposed Project would not conflict with applicable GHG reduction measures in the CAP.

The proposed Project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals and would be consistent with applicable plans and programs including the City's CAP designed to reduce GHG emissions. Therefore, implementation of the proposed Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. Impacts would be less than significant, and no mitigation is required.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 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?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction and operation of the proposed multi-family residential development would not require the standard transport, use, and disposal of hazardous resources on a commercial scale. Households would use chemically based products and pesticides in small amounts, which may be defined as hazardous. The local waste hauler and

the County of Riverside have programs to manage the proper disposal of waste products from these materials. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

Construction

Heavy construction equipment and vehicles (e.g., scrapers, graders, rubber-tired dozers, excavators, and crawler tractors) would be operated during Project construction related activities. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used during construction related activities include paints, adhesives, and solvents. These materials could also result in accidental releases or spills that could pose risks to people and the environment. These risks are normal and expected on all construction sites, and the Project would not cause greater risks than would occur on other similar construction activities.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CCR, Title 8 Section 1529 (pertaining to asbestos containing material [ACM]) and Section 1532.1 (pertaining to lead); Code of Federal Regulations (CFR), Title 40, Part 61, Subpart M (pertaining to ACM); CCR, Title 23, Chapter 16 (pertaining to underground storage tank [UST]) CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the United States Department of Transportation (USDOT), CalOSHA, CalEPA and Department of Toxic Substance Control (DTSC). Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as **PPP WQ-1** herein) and enforced by the Santa Ana RWQCB. The SWPPP will include strict on-site handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant, and no mitigation is required.

Operation

The Project site would be developed with a 300-unit apartment complex including an amenity/leasing office building, fitness building, private garages, pool, and various recreational space which would involve the periodic and routine use of hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, chlorine, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste. Impacts would be less than significant, and no mitigation is required.

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?

Less Than Significant Impact.

Construction

Although the improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases posing health risks to workers, the public, and the environment, the use of best management practices (BMPs) during construction would be implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (and included as **PPP WQ-1**). Implementation of the SWPPP would minimize potential adverse effects to workers, the public, and the environment resulting in a less than significant impact. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and

- Proper disposing of discarded containers of fuels and other chemicals.

Operation

As previously discussed in Response a), operation of the proposed, a 300-unit apartment complex including an amenity/leasing office building, fitness room, private garages, pool, and various recreational space would involve the periodic and routine use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, chlorine, and aerosol cans. Should future owners or managers of the Multi-Family development utilize or store substantial amounts or acute types of hazardous materials, both federal and state governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. Normal routine use of typical residential products pursuant to existing regulations would result in a less than significant hazard to the environment, residents, or workers in the vicinity of the Project.

With adherence to existing regulations, impacts would be less than significant. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. May Ranch Elementary School is located approximately 0.6 mile north of the Project site. As noted in Sections 3.9(a) and 3.9(b), the proposed Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the proposed Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, no impact would occur, and no mitigation is required.

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?

Less Than Significant Impact. As referenced in Appendix H, a Phase I Environmental Site Assessment (ESA) was prepared for the proposed Project by Salem Engineering Group, Inc. (2021). The ESA determined a Recognized Environmental Condition (REC) was located on the proposed Project site (ASTM E1527-13). Review of historical aerial photographs dating to 1938 indicated the Project site was utilized for agricultural purposes (no structures) for the cultivation of row crops from at least 1938 until approximately 1997. However, it was not known if environmentally persistent pesticides or herbicides were historically applied to row crops grown on the site. Therefore, a Limited Soils Assessment (LSA) was recommended to verify the concentrations of environmentally persistent herbicides and pesticides in near-surface soils.

No pesticides or arsenic were detected above laboratory detection limits in any of the soil samples gathered as part of the LSA. The data suggests pesticides and arsenic are not constituents of concern in the areas investigated. Based on the results of the LSA soil sampling, existing site conditions do not represent an undue risk to human health or the environment, and no additional assessment is recommended. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project. No mitigation is required.

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 for people residing or working in the project area?

Less Than Significant Impact. The March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 3.1 miles northwest of the Project site boundary. The MARB/IPA Airport Land Use Compatibility Plan (ALUCP) includes the policies for determining the land use compatibility of the Project. The MARB/IPA ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zone D and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate to low noise impact and is outside the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA ALUCP, noise sensitive outdoor uses are permitted.

The noise level contour boundaries of MARB/IPA are presented on Exhibit 3-A of the Noise Analysis (Appendix K) and show that the Project site is located outside the 60 dBA CNEL noise level contour boundaries. These noise levels are considered normally acceptable for new residential land uses.

An application was submitted to the Riverside County Airport Land Use Commission (ALUC) in February 2023 and on April 13, 2023, the ALUC determined the Project is compatible with the land use and design limitations in the MARB/IPA ALUCP. Tentative approval by the ALUC was granted subject to Project compliance with standard land use and design conditions of approval. Therefore, the proposed Project is required to incorporate and comply with all conditions provided by the ALUC, resulting in a less than significant impact associated with a safety hazard or excessive noise resulting from proximity to an airport. No mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact.

Proposed construction activities including equipment and supply staging and storage would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. The proposed Project includes the installation of 3 (three) new driveways

along Rider Street (2) and Evans Road (1), all of which would accommodate emergency access. The proposed Project would be conditioned to construct frontage improvements along Ryder Street and Evans Road in compliance with the Perris General Plan Circulation Element, as well as to construct roadways within the Project site. Furthermore, the Project driveways and internal access would be reviewed as part of the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).

In addition, the proposed Project would make necessary connections to existing infrastructure systems that would be implemented during construction of which would not require closure of Rider Street and Evans Road. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate traffic management measures to facilitate vehicle circulation as would be specified in the Project's construction permit. Thus, implementation of the Project governed by the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

The Project will participate in a fair-share funding for improvements to the Ramona Expressway and regional circulation improvements. This will ensure that emergency access throughout the Project area will be maintained and provided in accordance with the City's 2013 Local Hazard Mitigation Plan and would not interfere with adopted emergency response or evacuation plans. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant. No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. According to the CAL FIRE, Fire Hazard Severity Zone Viewer map, the Project site 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 I-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 and there would be no impact. No mitigation is required.

3.10 HYDROLOGY AND WATER QUALITY

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

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The proposed Project site is within the Perris North groundwater management zone of the San Jacinto Groundwater Basin, underlying the San Jacinto Watershed. As stated in the City's General Plan EIR, the San Jacinto River flows from the San Jacinto

Mountains, across the San Jacinto Valley, through the City, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore, southwest of Perris. The only major tributary to the San Jacinto River within the City of Perris is the Perris Valley Storm Drain, which drains an approximately 38-square-mile area that includes the City of Perris, the City of Moreno Valley, and March Air Reserve Base (unincorporated Riverside County). The channel flows from north to south through southern Moreno Valley and Perris Valley before converging with the San Jacinto River. As stated in the Project's Hydrology Report (Appendix J) prepared by Adkan Engineers (March 1, 2023), all flows from the site flow towards the west to the Perris Valley Storm Drain located approximately 100 feet from the west boundary of the Project site.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters and underlying groundwater.

These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP, as included in **PPP WQ-1**, which is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;

- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Adherence to existing construction requirements and the appropriate BMPs specified in the Project's SWPPP would be implemented by the City's construction permitting and field inspection processes. The BMPs would ensure that the Project would not violate any water quality standards or waste discharge requirements, and potential water quality degradation associated with construction activities would be minimized. A less than significant would occur, and no mitigation is required.

Operation

The proposed Project would operate as a 300-unit apartment complex, which would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from passenger and delivery vehicles. These pollutants could be potentially discharged into surface waters and percolate into underlying groundwater, resulting in degradation of water quality. The proposed Project would be required per the City's Stormwater/Urban Runoff Management and Discharge Control Ordinance (Ord. No. 1194) to comply with and implement the measures contained in the project specific WQMP prepared for the Project (Appendix I) regarding post-construction (or permanent) site design, source control, and treatment control BMPs. All on-site flows will flow to the southwest, and water during a storm event will drain via down spouts, concrete swales, and a storm drain system to the extended detention basin on-site (southwest corner of site). Water will exit the extended detention basin via a storm drain piping that will ultimately be connected to the Perris Valley Storm Drain. This system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) resulting in a less than significant impact to surface and groundwater quality during storm events.

As stated in the Hydrology Report, results from Hydrology and Hydraulic analysis (Table 3.10-1), confirmed the proposed Project storm water design would not negatively impact the local community or watershed goals. Post-Development facilities demonstrate the ability to convey the 1hour and 24hour 100-year storm event emanating from the Project site to the Perris Valley Storm Drain. Furthermore, the water quality basin will adequately treat the required water quality volume associated with the Project site.

TABLE 3.10-1: STORM EVENT HYDROLOGY AND HYDRAULIC ANALYSIS

Pre-Development		**Post-Development**	
100yr1hr (cfs)	100yr24hr (cfs)	100yr1hr (cfs)	100yr24hr (cfs)
37.744	7.320	36.740	6.685

Source: Hydrology Report (Appendix J)
Note: (cfs) = cubic feet per second

The operational source and treatment control BMPs outlined in the WQMP (Appendix I) would be ensured by the City's permitting, approval and field inspection processes. With implementation of these BMPs, potential pollutants would be reduced to the maximum extent feasible. Therefore, implementation of the proposed Project would not substantially degrade water quality. Impacts would be less than significant. No mitigation is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Potable water service is provided to the City of Perris by the Eastern Municipal Water District (EMWD) and is located within the EMWD's Perris North groundwater sub-basin. Development of the proposed Project would introduce approximately 391,136 square feet of impervious surfaces to the site over and above existing vacant site conditions. However, the proposed Project would install an on-site storm drain system that would convey runoff to an extended detention basin system that would capture, filter, and infiltrate runoff. The Project also includes 164,446 square feet of landscaping that would infiltrate stormwater on-site. Groundwater below the Project site would not be used to serve the proposed Project nor involve direct or indirect withdrawals of any groundwater over and above the EMWD's groundwater withdrawals that are self-governed by appropriate groundwater management practices as well as adjudicated groundwater management practices. Therefore, potential impacts would be less than significant. No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on-or-off-site?

Less Than Significant Impact. As stated in the Project Specific WQMP (Appendix I), the existing site is currently vacant and naturally slopes from the northeast to the southwest with developed lots to the south. Offsite drainage would not be encountered since the surrounding streets are developed with curb and gutter and the site to the south is developed with drainage routed to the local storm drainage system. The Project site's drainage pattern would be maintained with on-site flows being directed to the proposed extended detention basin and ultimately transported offsite to local storm drainage.

Construction

Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. The approximately 14.68-acre Project site would be disturbed as part of Project construction. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP

Developer, as included in **PPP WQ-1**. The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous response above). Adherence to the existing requirements and implementation of the required BMPs per the plan check, permitting and field inspection processes would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

Development of the proposed Project would consist of a 300-unit apartment complex, comprised of 17 residential and 2 amenity buildings, associated parking, drive areas, and landscaping. The Project site does not contain any drainage, riparian, or riverine features. Development of the proposed Project would introduce approximately 391,136 square feet of impervious surfaces to the site. Approximately 164,446 square feet of surface area on the site would be landscaped. There would be no substantial areas of bare or disturbed soil on-site subject to erosion. In addition, the Project would be required to implement the Low Impact Development (LID) BMPs contained in the WQMP which would provide operational BMPs to ensure that operation of the apartments would not result in erosion or siltation. With implementation of these regulations, impacts related to erosion or siltation on-site or off-site would be less than significant. No mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site?

Less Than Significant Impact. As discussed in Response 3.10 a) above, a SWPPP would be implemented during construction to control drainage and maintain drainage patterns across the proposed Project. As discussed in the Hydrology Report (Appendix J) existing drainage patterns into the City's storm drains would remain unchanged. The Project would increase the vacant site's impervious area by approximately 391,136 square feet. Although this would increase potential runoff, the proposed Project would provide LID infiltration BMPs in the form of a detention basin with a 37,352-cubic-foot (CF) capacity of total storm water volume, which would capture approximately 163 percent of the required design capture volume (DCV).

As discussed in the WQMP, runoff from the Project site would be adequately handled by the proposed Project's drainage system. On-site drainage would be captured by catch basins and routed to a detention system sized for the 85th percentile volume. The extended detention basin would flow to an outlet structure where flows would be released after treatment. In addition, the system would be designed so that any overflow would drain directly into the City's existing

storm drain system. Therefore, the Project would not result in flooding on- or off-site and impacts would be less than significant.

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 Impact. As described in within this Section, the proposed Project would be required to adhere to a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction. As a result, pollutants would not discharge from the Project site, reducing potential construction impacts to the drainage systems and water quality to a less than significant level.

Upon completion of the Project, the extended detention system would channelize storm water flows to an on-site treatment vault where stormwater would be treated and released into the City's existing storm drain system. This treatment system would remove coarse sediment, trash, and pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

As described in Response 3.10 c) ii) above, the proposed Project would not result in flooding on- or off-site due to the proposed LID infiltration BMPs that would capture adequate storm water volumes so that storm water flows would remain the same as existing conditions. As described in Response 3.10 a) above, the proposed stormwater facilities would convey flows to the Perris Valley Storm Drain from a 100-year storm event as the extended detention basin has been designed to outlet less than the existing condition and up to a maximum of the existing connection storm drain line capacity. As a result, development of the proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant. No mitigation is required.

iv) Impede or redirect flood flows?

No Impact. According to FEMA's FIRM Flood Map, the Project site is zoned as Flood Zone X. Flood Zone X is defined as areas of: 0.2% annual chance flood; area of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The proposed project would require import of approximately 120,000 cubic yards of soil in order to raise the proposed final elevations above design flood heights. The City would review the Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be

floodproofed. Thus, the proposed Project would not impede or redirect flood flows, and impacts would not occur. No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. As discussed in Response 3.10 c) iv), the Project site is classified as Flood Zone X with some flood potential. However, a SWPPP would be prepared to specify LID BMPs that would be implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction. Post construction stormwater infrastructure would be constructed in accordance with the project-specific WQMP to ensure capture and treatment of storm flows up to the 100-year storm event. Therefore, implementation of the Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

The Project is located approximately 40 miles northeast of the Pacific Ocean and therefore no tsunami impacts would occur. However, the nearest body of water to the Project site is the Perris Dam, approximately 1.75 miles to the northeast. Consequently, the Project site is within the Perris Dam inundation zone as shown on Figure S-4, Dam Inundation Zones, within the City's General Plan Safety Element. Therefore, the Project would have impacts related to flooding associated with a failure of the Perris Dam. In July 2005, the California Department of Water Resources (DWR) identified potential seismic safety problems with Perris Dam that could result in significant damage and uncontrolled water releases in the event of a major earthquake. While there is no imminent threat to public safety, the State reduced the lake's water level to ensure maximum protection for communities downstream while Perris Dam. The finalized repair plan for the dam was completed in 2018, which replaced the foundation materials and reinforced it with a stability berm placed on top of the improved foundation. The dam upgrades were designed to withstand a magnitude 7.5 earthquake (DWR 2022). Although the Project site is within the dam inundation zone, occurrence of flooding from the Lake Perris Reservoir in the City is extremely remote, as the Perris Dam has been engineered, constructed, and retrofitted with the knowledge that the area is seismically active. In conjunction with the Perris Dam seismic safety upgrade, DWR also prepared an emergency release facility project. For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

If water were released during an emergency, the released water would be directed by a levee system across the open state recreation area (SRA) land between the dam and Ramona Expressway (SRA Segment), toward a channel across the southern end of the Lake Perris Fairgrounds (Fairgrounds Segment), and finally conveyed in a channel north of Ramona Expressway that adjoins the proposed Project, to the Perris Valley Storm Drain (Western Segment). Therefore, although the Project site is within the dam inundation zone, the Perris Dam

retrofit project was engineered to protect downstream properties within the inundation area. Therefore, potential dam inundation impacts would be less than significant.

In summary, impacts regarding release of pollutants due to project inundation from flood hazards, tsunamis, or seiches would be less than significant. No mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the proposed Project would be required to implement the LID-oriented source control BMPs contained in the Project's WQMP to minimize the introduction of pollutants and to treat runoff. Although the proposed Project would reduce the amount of pervious area that is currently available for rainfall percolation, the Project would include an extended detention basis that would collect first flush and low surface water runoff flows from the site. The basin would allow collected and treated surface water to percolate into the local groundwater and recharge the local groundwater basin similar to the existing condition. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting, approval and field inspection processes, potential pollutants would be reduced to the maximum extent feasible, and implementation of the proposed Project would not obstruct implementation of a water quality control plan.

Based on the EMWD's 2020 Urban Water Management Plan (UWMP), the EMWD's 2020 water supply came from less than one percent of groundwater (EMWD 2020, p. 4-2). The EMWD has undertaken groundwater recharge operations with imported surplus Metropolitan Water District (MWD) water since 1990 and long-term facilities for groundwater recharge have been placed in operation under the Integrated Recharge and Recovery Program. Approximately 6,467 acre-feet (AF) of groundwater was recharged in 2020. The EMWD also contributes to replenishment of the basin by providing recycled water to customers for use in lieu of private groundwater production to reduce the potential effects of incremental groundwater depletion through use. Although the Project would not directly extract groundwater, the underlying groundwater basin would have adequate capacity to meet Project demands as supplied by the EMWD.

Therefore, the Project would result in a less than significant impact and would not obstruct implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

PLANS, PROGRAMS, OR POLICIES (PPPs)

PPP WQ-1: Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP

Developer) pursuant to the Municipal Code Chapter 14.22. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

3.11 LAND USE AND PLANNING

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

a) Physically divide an established community?

No Impact. The Project site is within Planning Area 2 of the City's General Plan Land Use Element which is almost exclusively residential. Planning Area 2 consists of residential communities built in the late 1990's and early 2000s pursuant to the MRSP which incorporates complementary retail uses, schools, and parks and open space. The supporting infrastructure within the MRSP was built concurrent with the residential developments. As such, the Project site is currently surrounded by existing roadways and existing single-family residential uses to the north, east, and south.

The Project Applicant proposes a SPA to change the current land use of PA 22 from Commercial to MFRZ proposed to allow for 21 DU/AC. The Project does not involve development of roadways or other infrastructure that could divide a community. The Project site is a planned development location within the MRSP which is almost fully developed. Specifically, the Project site is within an established residential development. Therefore, the proposed Project would not disrupt or divide the physical arrangement of an established community and no impact would occur. No mitigation is required.

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?

Less Than Significant With Mitigation. As previously stated in Section 2.0, *Project Description*, the Project site is designated for Commercial use by the MRSP, and the Project Applicant proposes a SPA to change the site's current land use to MFRZ. The Project consists of a 300-unit apartment complex on approximately 14.68 acres with a density of 20.4 DU/AC.

The Land Use Element of the General Plan includes a Strategy for Action that reflects the community's expectations and ambitions for positive changes in the physical environment of the City and how these are to be achieved. The Strategy of Action includes Policies that provide the overall direction for choosing among alternative courses of action necessary to achieve the Objectives set forth in the Strategy for Action. Policies provide a measure of flexibility needed to adapt the course of action to changes in the circumstances occurring during the estimated thirty-year time span of the General Plan. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The General Plan Land Use Element, as approved in August 2016, plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Project's consistency with the applicable policies from the General Plan 2030 that that have been adopted for the purpose of avoiding or mitigating an environmental effect are relevant to the Project are listed in Table 3.11-8 and, as shown, the Project would be consistent with these policies.

TABLE 3.11-1: PROPOSED PROJECT GENERAL PLAN CONSISTENCY

POLICY	CONSISTENCY
Land Use Element	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs	**Consistent:** The proposed Project would be conditioned to pay its full, fair-share of infrastructure costs as part of the approval process by the City.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate	**Consistent:** As discussed in Response 3.19 c) of this IS/MND, as required by Government Code Section 65995, the Project Applicant would be required by state law pay the required developer fee to the Val Verde Unified School District prior to the issuance of building permits.
Policy V.A: Restrict development in areas at risk of damage due to disasters.	**Consistent:** The closest fault to the Project site is the San Jacinto fault, approximately 5 miles to the northeast. The Proposed Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure an acceptable level of structural integrity is maintained in the event seismic ground shaking is experienced at the Project site. In addition, the Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. The Project site is in an area that is relatively flat and is not near any areas that possess potential landslide characteristics. As discussed in Section 3.10, the Project site is not within a tsunami, seiche, or flood zone. The Project site is within a dam inundation area; however, Perris Dam upgrades were recently made to reduce seismic risks to the dam to an acceptable level.

	The potential for liquefaction is low, and damage due to direct fault rupture is considered unlikely.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent:** As discussed in Sections 2.0, Project Description, 3.9, Hazards and Hazardous Materials, and 3.17, Transportation, all project roadway improvement plans would be reviewed and approved by the City Engineer for compliance with City roadway design standards prior to the issuance of a building permit.
Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	**Consistent:** As discussed in Section 2.3.1 Project Features, the Project would include the installation of utility infrastructure necessary to serve the proposed multi-family development. The infrastructure would be designed consistent with the "Infrastructure Concept Plans" in the Land Use Element, per City requirements and constructed within and along Rider Street.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent:** As discussed in Section 3.17, Transportation, access to the proposed Project would be made via a total of three (3) newly constructed driveways. Two driveways would be located on Rider Street and one driveway on Evans Road. The driveway located on Evans Road would provide right-in/right-out access only. The western driveway on Rider Street would provide right-out access only. In addition, the eastern driveway on Rider Street currently exists as a three-legged intersection at Galway Lane and Rider Street. The Project will add the south leg at the intersection and provide full-access inbound and outbound movements. The inbound entrances into the Project would include an automatic gate. All gates would be equipped with a Fire Department approved emergency access system (i.e., typical Knox Lock system). The proposed Project would 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.
Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	**Consistent:** Based on Exhibit S-6 of the City of Perris Safety Element the Project site is located in Zone X and not in a high flood hazard area. Furthermore, based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel 1440, map number 06065C143OH dated August 18, 2014, the Project site is not located within a flood hazard area. Construction of the Project would include import of 120,000 cubic yards (CY) of soil to raise final pad elevations the design flood level.

Policy S-4.3: Require new development projects and major remodels to control stormwater run-off on site.	**Consistent:** As discussed in Section 3.10, Hydrology and Water Quality, the proposed Project is subject to the NPDES General Construction Permit to ensure that stormwater run-off does not hurt water quality or people's health. Furthermore, the proposed Project would be required to adhere to a SWPPP during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, which would ensure that runoff would not substantially increase during construction. In addition, the proposed Project would be required to incorporate a WQMP with permanent Low Impact Development (LID) site design, source control, and treatment control BMPs designed to address the pollutants and reduce potential impacts on water quality from the development.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	**Consistent:** As previously stated, the Project site is located in Zone X and not in a high flood hazard area. Furthermore, based on the FEMA Flood Insurance Rate Map Panel 1440, map number 06065C143OH dated August 18, 2014, the Project site is not located within a flood hazard area. Construction of the Project would include import of 120,000 CY of soil to raise final pad elevations above the design flood level.
Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent:** The Project site is located outside of a VHFHSZ.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent:** As previously stated access to the proposed Project would be made via a total of three (3) newly constructed driveways, two driveways on Rider Street and one driveway on Evans Road. The driveway on Evans Road would provide right-in/right-out access only and the western driveway on Rider Street would provide right-out access only. In addition, the Project will add the south leg at the Galway Lane and Rider Street intersection and provide full-access inbound and outbound movements at the eastern driveway on Rider Street. The inbound entrances into the Project would include an automatic gate, and all gates would be equipped with a Fire Department approved emergency access system (i.e., typical Knox Lock system). The proposed Project would 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.
Policy S-5.10: Ensure that existing and new developments have adequate water supplies and	**Consistent:** As discussed under Section 3.10, Hydrology and Water Quality, and 3.19, Utilities and Service Systems, the EMWD has identified adequate

conveyance capacity to meet daily demands and firefighting requirements.	water is available to supply the Project during normal, dry, and multiple dry years. The location, capacity, and design of required fire suppression/firefighting facilities confirmed during project design and reviewed/approved by the appropriate fire protection entity.
Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent:** As discussed in Section 3.9, Hazards and Hazardous Materials, the Project site is located within Compatibility Zone D (flight corridor buffer) which is intended to encompass places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. This area is considered to have a moderate to low noise impact and is outside the 55 dBA CNEL noise level contour boundaries. The ALUC determined the Project is compatible with the land use and design limitations in the MARB/IPA ALUCP. Tentative approval by the ALUC was granted subject to Project compliance with standard land use and design conditions of approval.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent:** As discussed in Section 3.7, Geology and Soils, as required under **mitigation measure GEO-1**, the proposed Project would be designed and constructed in compliance with. 1) the applicable sections of the current edition of the California Building Code (CBC), which provides criteria for the seismic design of buildings and, 2) the recommendations detailed in the site-specific Geotechnical Investigation (Appendix D). In addition, implementation of **mitigation measure GEO-2** would require that a Geotechnical Engineer should be present during all site clearing and grading operations to test, observe, and approve all material and earthwork construction.
Policy S-7.2: Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	**Consistent:** The Noise Analysis prepared for the Project (Appendix K) has determined that noise levels at the Project site meet and comply with the City of Perris noise criteria and the requirements of the State of California Noise/Land Use Compatibility Criteria for new multi-family land uses.
Policy IV.A: Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	**Consistent:** The Noise Analysis prepared for the Project (Appendix K) has determined that the Project site is outside of the 60 dBA CNEL or higher noise contour of the Perris Valley Airport and March Air Reserve Base/Inland Port Airport.
Housing Element	

Policy 1.4: Locate higher density residential development in close proximity to public transportation, services and recreation.	**Consistent:** The proposed Project site is surrounded by low-density single-family residential uses. The Project Applicant proposes a density of 20.4 dwelling units per acre, which is classified as high-density by the General Plan Land Use Element. In addition, the Project's recreation concept offers a fitness room, clubroom, pool, spa, BBQ, dog parks, tot-lot and multiple open lawn area along with pedestrian activity areas. The Project site is less than one-tenth of a mile west of Liberty Park which consists of a third of a mile nature preserve trail spanning the circumference of the park, picnic tables, two play structures, barbecues, and a large grassy area for active recreation. Public transportation is within walking distance of the Project site. All public services are available to Project residents within the City.
Policy 1.5: Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	**Consistent:** The Project Applicant proposes 300 market rate multi-family residential units. Based on Table 7-1 of the City's2021-2029 Housing Element, the proposed market rate units would be categorized as Above Moderate income and would provide such dwelling units towards the City's total quantified number of 3,374 Above Moderate units. Therefore, the Project would assist the City towards meeting its' RHNA goal.
Policy 3.4: Ensure that water and sewer providers are aware of the City's intentions for residential development throughout the city.	**Consistent:** In January 2023, the EMWD issued Will Serve letters stating that the EMWD is willing and able to provide water and sewer service to the Project.
Policy 5.3: Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development.	**Consistent:** The Project site is vacant and has not been developed. The Project is not a reuse of residential land but rather new residential development on vacant land. Although the Project design consists of a higher density compared to adjacent surrounding development, the proposed Project would be designed in an attractive manner and would not impact the existing residential areas.
Policy 6.1: Comply with all adopted federal and state actions to promote energy conservation.	**Consistent:** As discussed in Section 3.6, the Project would be required by the City to comply with the applicable provisions of Title 24 and the CALGreen Code. These provisions include measures promoting water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. The Project is also required to comply with all applicable state regulations pertaining to waste reduction and recycling and applicable City ordinances. As such, the Project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.
Circulation Element	

Policy I.A: Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network	**Consistent:** All roadway improvements proposed by the Project applicant are consistent with the transportation system that is planned for the area by the Circulation Element and would serve the Project as further discussed in Section 3.17, *Transportation*.
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent:** The Project Applicant proposes to maintain the existing transportation network that currently serves the Project site with construction of proposed driveways along Rider Street and Evans Road. In addition, the frontages along the roadways would construct new sidewalks and improve striping for bicycle connectivity.
Policy III.A: To financially support a transportation system that is adequately maintained.	**Consistent:** As discussed in Section 3.17, the Project Applicant would financially support the transportation system by proposing to pay the Project's fair share of the cost to implement the recommended addition for a westbound through lane to at the Evans Road/Ramona Expressway intersection.
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	**Consistent:** The Biological Resources Assessment prepared for the Proposed Project included biological surveys of the Project site. Mitigation measures in Section 3.4, *Biological Resources*, would ensure that the proposed Project would comply with state and federal regulations to ensure biological resources on-site are protected to the extent feasible.
Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent:** Section 4.4, *Biological Resources*, addresses the consistency of the proposed Project with the requirements of the MSHCP. The Project is not located within a MSHCP area, cell group, or Subunits.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources	**Consistent:** The Cultural Resources Assessment and Paleontological Resources Assessment prepared for the proposed Project identified no known significant resources at the Project site. The proposed Project is required to comply with mitigation measures as identified in Section 4.5, *Cultural Resources*, Section 4.7 *Geology and Soils*, and Section 4.18, *Tribal Cultural Resources,* to ensure all resources discovered on-site are protected to the extent feasible. These measures also ensure that the proposed Project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent:** As part of the planning process, the Applicant has coordinated with the EMWD, the local water purveyor. As previously stated, on January 2023, the EMWD issued a will-serve letter indicating

	that it can adequately provide the proposed Project's water.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent:** The proposed Project is subject to the NPDES General Construction Permit. Section 3.10, *Hydrology and Water Quality*, discusses Project compliance with the requirements of the NPDES.
Policy VII.A: Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent:** The proposed Project is vacant and void of any hillsides or rock outcroppings.
Policy IX.A: Encourage land uses and new development that support alternatives to the single occupant vehicle.	**Consistent:** The Project site is located near Riverside Transit Agency (RTA) Route 41 and RTA Route 30 that provide bus transit service for the area. This bus stop is within walking distance of the Project site and would allow residents an alternative to the single occupant vehicle. Commuter rail service, accessed at the Perris Downtown Metrolink Station, is located 3.5 miles to the south of the Project site providing residents another alternative to the single occupant vehicle.
Policy X.B: Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	**Consistent:** The Project Landscape Plan includes trees throughout the Project site to lessen energy needs, reduce the urban heat island effect, and incrementally improve air quality.
Open Space Element	
Policy I.B: Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.	**Consistent.** The Project provides approximately 0.65 acres of parkland dedication (i.e., community, tot lot, dog parks, etc.) for the estimated 1,230 residents of the Project.
Policy III.A: Preserve hillsides and rock outcroppings in the planning areas.	**Consistent:** The proposed Project is vacant and void of any hillsides or rock outcroppings.
Healthy Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	**Consistent:** The proposed Project would include installation of lighting, including security lighting consistent with lighting requirements contained in the City's Municipal Code and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. As such, a site lighting and specification plan have been submitted to the City for approval by the Project Applicant as required per Chapter 19.50, Section 19.50.060, *Submittal of supporting plans.*
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities: • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.	**Consistent:** The AQ Analysis prepared for the proposed Project evaluated Project construction and operational emissions. Based on SCAQMD thresholds, the Project would not exceed any SCAQMD air emission thresholds during construction or the operational life of the Project. The Project Applicant

• All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	would prepare a Construction Management Plan as required by the City.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	**Consistent:** The proposed Project site is located in a developed residential area, surrounded by residential uses to the north, east, and south. Vacant land and industrial uses are to the west beyond the adjacent Perris Valley Storm Drain. Although the Project would change the underlying land use from Commercial to MFRZ, the proposed residential Project would be compatible with the surrounding residential uses.
Goal 3.1 Policy: Support identification, cleanup and remediation of local toxic sites through the development review process.	**Consistent:** As discussed in Section 3.9, Hazards and Hazardous Materials, the proposed Project site is not located on a local toxic site. In addition, based on the Limited Soils Assessment soil sampling, existing site conditions do not represent an undue risk to human health or the environment, and no additional assessment is recommended.
Goal 5.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	**Consistent:** As discussed in Section 3.17, Transportation, all roadway improvements proposed by the Project Applicant are consistent with the transportation system that is proposed for the area by the Circulation Element and would serve the Project. The Project would include the development of the frontages along Evans Road and Rider Street. Thereby, sidewalks and bike lanes (Class II along Rider Street) would inherently be developed to improve alternative connectivity within the Project area.

The proposed Project complies with applicable General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant with the mitigation measures identified in this IS/MND.

3.12 MINERAL RESOURCES

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII.MINERALS. 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?	☐	☐	☐	☒

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?

No Impact. The proposed Project area was historically used for agricultural purposes including pasture for sheep and active production of alfalfa and non-irrigated grains. Mineral recovery within the Project site or within the MRSP area was never conducted or planned.

The California Geological Survey (CGS) classifies regional mineral resources significance in accordance with the California Surface Mining and Reclamation Act (SMARA). The proposed Project site and most of the City are located within Mineral Resource Zone 3 (MRZ-3), which is defined as areas containing mineral deposits, the significance of which cannot be evaluated with available data. The Project site as part of the MRSP area, and most of the City, was historically used for agricultural purposes and more recently has been planned for development such as the MRSP. The proposed Project would change the existing commercial land use designation to multi-family and mineral recovery is not proposed. As a result, no impact to mineral resources would occur as a result of implementation of the proposed Project. No mitigation is required.

3.13 NOISE

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII.NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the 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 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?	☐	☐	☒	☐

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. As referenced in Appendix K, a Noise Impact Analysis (Noise Analysis), dated February 14, 2023, has been prepared by Urban Crossroads to identify necessary noise abatement measures for the proposed Project.

Sensitive Receivers

The nearest sensitive receivers to the proposed Project are existing residential locations surrounding the site, as shown in Figure 3.13-1, *Receiver Locations*. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as the Analysis. 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 closest noise sensitive land uses to the Project site are described below.

FIGURE 3.13-1: RECEIVER LOCATIONS

SOURCE: URBAN CROSSROADS 2023

R1: Location R1 represents the property line of the existing residence at 805 Finnegan Way, approximately 62 feet northwest 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 residence at 985 Finnegan Way, approximately 58 feet northeast 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 3176 Shrike Lane, approximately 118 feet east 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 residence at 988 Parula Street, directly south of the Project's property line. 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 812 Parula Street, directly south of the Project's property line. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

Table 3.13-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions at the sensitive receiver locations. 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. 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.

TABLE 3.13-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location (Receiver Location)	Energy Average Noise Level (dBA L_{eq})	
	Daytime	Nighttime
R1	74.2	70.6
R2	71.5	68.6
R3	70.4	60.0
R4	63.1	60.6
R5	54.3	52.7

Source: Noise Impact Analysis (Appendix K).

Construction

To analyze noise impacts originating from the construction of the Project, noise from construction activities have been evaluated against standards established under the City of Perris Municipal Code, Section 7.34.060, which identifies the City's construction noise standards and permitted hours of construction activity (refer to Table 3.13-2). Municipal Code Section 7.34.060 further states 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.

TABLE 3.13-2: CONSTRUCTION NOISE STANDARDS

Permitted Hours of Construction Activity	Construction Noise Level Standard
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).	80 dBA L_{max}

Source: City of Perris Municipal Code, Sections 7.34.040 & 7.34.050 (Appendix 3.1).

The proposed Project would generate noise during construction relating to site preparation including soil import activities, grading, construction, paving, and architectural coating stages. However, construction activities would not occur between 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 (Municipal Code, Section 7.34.060). Additionally, construction activities shall not exceed 80 dBA Lmax in residential zones in the City.

Project construction noise level impacts would occur when construction equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (project site boundary) to each receiver location. The nearest receiver is residences along the north Project boundary. As shown on Table 3.13-3, the construction noise levels are expected to range from 66.3 (R3) to 74.7 (R5) dBA L_{max} at the nearest receiver locations. Construction noise levels would be below the standard of 80 L_{max} contained in Section 7.34.040 of the Perris Municipal Code. In addition, construction activities would be temporary and would be restricted to between the hours of 7:00 a.m. and 7:00 p.m. Therefore, the noise impact of the Project during construction would be less than significant and no mitigation is required.

TABLE 3.13-3: CONSTRUCTION NOISE LEVEL COMPLIANCE

Receiver Location	Highest Construction Noise Level (dBA L_{max})	Land Use	Threshold (dBA L_{max})	Threshold Exceeded?
R1	67.4	Residential	80 (dBA L_{max})	No
R2	68.0			No

R3	66.3			No
R4	74.6			No
R5	74.7			No

Source: Noise Impact Analysis (Appendix K).

Operation

As stated in the Noise Analysis, noise impacts originating from the Project's operational noise sources would consist of air conditioning units, parking lot vehicle movements, trash enclosure activities, swimming pool activities, and outdoor activity areas. Project operational noise levels were evaluated against standards established under the City Municipal Code, Chapter 7.34 Noise Control, Section 7.34.040, which establishes the permissible noise level at any point on the property line of the affected residential receivers. Therefore, residential receiver exterior noise levels shall not exceed a maximum noise level of 80 dBA L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA L_{max} during the nighttime hours (10:00 p.m. to 7:00 a.m.), as shown on Table 3.13-4.

TABLE 3.13-4: OPERATIONAL NOISE STANDARDS

Land Use	Time Period	Noise Level Standard (dBA)
Residential[1]	Daytime (7:00 a.m. – 10:00 p.m.)	80 dBA L_{max}
	Nighttime (10:00 a.m. – 7:00 a.m.)	60 dBA L_{max}

[1] Source: City of Perris Municipal Code, Sections 7.34.040 & 7.34.050.

As analyzed in the Noise Analysis, the Project-only operational noise levels were evaluated against exterior noise level thresholds based on the City exterior noise level standards at the nearby noise-sensitive receiver locations. Table 3.13-5 shows the operational noise levels associated with the Project will satisfy the City's 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime exterior noise level standards at the nearest receiver locations R1 through R5. Therefore, operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

TABLE 3.13-5: OPERATIONAL NOISE LEVEL COMPLIANCE

Receiver Location	Project Operational Noise Levels (dBA L_{max})	Noise Level Standards (dBA L_{max})	Noise Level Standards Exceeded?
	Daytime / Nighttime	Daytime / Nighttime	Daytime / Nighttime
R1	42.5 / 41.5	80.0 / 60.0	No / No
R2	43.9 / 42.9		No / No
R3	43.5 / 42.5		No / No
R4	51.0 / 48.6		No / No
R5	48.0 / 46.4		No / No

Source: Noise Impact Analysis (Appendix K)

Noise Increase

The Federal Interagency Committee on Noise (FICON) guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or readily perceptible, 3 dBA or barely perceptible, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. According to the Noise Analysis, these levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration's, *Highway Traffic Noise Analysis and Abatement Policy and Guidance,* and the Caltrans', *Technical Noise Supplement*.

The Noise Analysis addressed noise level increases which were assessed at locations where existing receivers would experience an increase in ambient noise levels. As concluded in the Noise Analysis, the Project will generate an unmitigated daytime operational noise level increase ranging from 0.0 to 0.9 dBA L_{max} and nighttime operational noise level increase ranging from 0.0 to 0.7 dBA L_{max} at the nearest receiver locations. As a result, the Project's noise increase is below perceivable levels, therefore impacts are less than significant.

Traffic Noise

Within the Noise Analysis, the analysis of noise levels associated with existing traffic volumes plus ambient growth plus cumulative projects has also been provided to represent the change in noise levels associated with the Project at the time that it is completed. The existing conditions without Project exterior noise levels are expected to range from 65.2 to 72.4 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The existing conditions plus the Project conditions will range from 65.4 to 72.4 dBA CNEL. The Noise Analysis concluded that Project off-site traffic noise level increases range from 0.0 to 0.5 dBA CNEL. Based on the significance criteria for off-site traffic noise, the residential land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to the project-related traffic. Therefore, the incremental Project operational noise level increases are considered less than significant at all receiver locations.

In summary, temporary noise related impacts during Project construction and permanent noise related impacts during Project operations are considered to be less than significant. No mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated. Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

The Noise Analysis also analyzed vibration impacts originating from the operation and construction of the proposed Project. Although the City does not identify specific vibration impact thresholds, vibration damage criteria within the Caltrans *Transportation and Construction Vibration Guidance Manual* were used in the Noise Analysis to assess potential temporary construction-related impacts at adjacent building locations. The construction vibration damage potential criteria include consideration of the building conditions. The existing buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec).

TABLE 3.13-6: VIBRATION SOURCE LEVELS

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

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 3.13-7 presents the expected Project related vibration levels at the nearest receiver locations. At distances ranging from 1 to 118 feet from Project construction activities, construction vibration velocity levels are estimated to range from less than 0.01 to 11.13 PPV (in/sec). Based on maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec) for older residential buildings, the typical Project construction vibration levels would exceed the City of thresholds at two receiver locations, R4 and R5, and vibration impacts would be significant without mitigation (see below Figure 3.13-2, *Vibration Mitigation Summary*).

FIGURE 3.13-2: VIBRATION MITIGATION SUMMARY

SOURCE: URBAN CROSSROADS 2023

Therefore, **mitigation measure MM NOI-1** is required to limit the equipment that would operate along the southern property line. With implementation of **mitigation measure MM NOI-1**, vibration level would be reduced to a less than significant level.

TABLE 3.13-7: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Receiver Location	Distance to Construction Activity in Feet	Typical Construction Vibration Levels PPV (in/sec)					Threshold s PPV (in/sec)	Threshold Exceeded
		Small Bulldozer	Jack-Hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	62	0.00	0.01	0.02	0.02	0.02	0.30	No
R2	58	0.00	0.01	0.02	0.03	0.03	0.30	No
R3	118	0.00	0.00	0.01	0.01	0.01	0.30	No
R4	1	0.38	4.38	9.50	11.13	11.13	0.30	**Yes**
R5	1	0.38	4.38	9.50	11.13	11.13	0.30	**Yes**

Source: Noise Impact Analysis (Appendix K)

c) 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 expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 3.1 miles northwest of the Project site boundary. The Project is subject to compatibility review by the Riverside County Airport Land Use Commission (ALUC), and such review occurred on April 13, 2023. The MARB/IPA Airport Land Use Compatibility Plan (ALUCP) includes policies for determining land use compatibility for projects proposed in the vicinity of MARB/IPA. The MARB/IPA ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zone D (flight corridor buffer) which is intended to encompass places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Zone D also includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Table MA-1 Compatibility Zone Factors indicates this area is considered to have a moderate to low noise impact and is outside the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA ALUCP, noise sensitive outdoor uses are permitted. The ALUC determined the Project is compatible with the land use and design limitations in the MARB/IPA ALUCP. Tentative approval by the ALUC was granted subject to Project compliance with standard land use and design conditions of approval.

The Project site is not located in the vicinity of a private airstrip and would not expose people to excessive noise levels. The nearest private airport is the Perris Valley Airport, located approximately five miles south of the Project site. As a result, the Project would not be impacted by activities at the Perris Valley Airport. Impacts regarding this topic are considered to be less than significant.

MITGATION MEASURES

MM NOI-1: **Vibration Impacts.** Large, loaded trucks and dozers (greater than or equal to 80,000 pounds) shall not be used within 15 feet of the southern Property line. Smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.

3.14 POPULATION AND HOUSING

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII.LAND USE AND PLANNING. Would the project result in:				
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 road or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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 road or other infrastructure)?

Less Than Significant Impact. According to the Department of Finance (DOF), the City's population was 77,837 in 2019. The Southern California Association of Governments (SCAG) estimates the population of Perris is expected to increase to 116,700 by the year 2040, although that is far above current City development conditions. The Project would provide 300 multi-family dwelling unit homes and, based on the City average number of persons per household, the Project would generate approximately 1,236 residents (SCAG estimated 4.12 persons per household) and represents a 1.59% increase per SCAG's 2019 City population.

According to Table 7-1 in the City's 2021-2029 Housing Element, the City's total regional housing need is 7,805 housing units (Regional Housing Needs Assessment [RHNA], SCAG 2021). Since the Project site has not been developed and has been vacant prior to the approval of the 1989 MRSP, the Project would assist the City in fulfilling its housing needs as determined by SCAG because of the proposed change in land use from commercial to multi-family residential. Therefore, the population growth associated with the Project would not represent a substantial unplanned increase in local or regional population. As a result, impacts would be less than significant. No mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project site is currently vacant and would construct a 300-unit apartment complex with associated amenities and infrastructure. Because there are no structures or housing on the site, the Project would not displace any existing housing and would not necessitate construction of replacement housing elsewhere. No impact would occur. No mitigation is required.

3.15 PUBLIC SERVICE

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV.PUBLIC SERVICES.				
a) 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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

a) 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:

i) Fire protection?

Less Than Significant Impact. The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD), provides fire prevention, suppression, and paramedic services to the City of Perris. The City has firefighters assigned to two fire stations: Fire Station 90 and Fire Station 1. Fire Station 90, located at 333 Placentia Avenue, is approximately 1.3 miles southwest of the Project site and staffed by one battalion. It is anticipated to be the fire station with first response to the proposed Project. Fire Station 1, located at 210 West San Jacinto Avenue, is approximately 4.5 miles southwest of the Project site and is also staffed by one battalion. The proposed Project site is within a distance where any future calls could feasibly be responded to within 5 minutes.

The proposed Project is designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to, those

regarding fire prevention and suppression measures, water improvement plans, fire hydrants, fire access, combustible construction, water availability, and fire sprinkler systems. 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. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure they are able to provide proper fire protection to the development.

Within Section 19.68.020 of the City's Municipal Code, Ordinance No. 1182 establishes a Development Impact Fee (DIF) to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services. The proposed Project would be required to pay the applicable fire fee to offset any potential impact to the Fire Department.

The proposed Project would not, in itself, require the construction of new or expanded fire protection facilities. Therefore, with implementation of the proposed Project, impacts related to the construction of fire protection facilities would be less than significant. No mitigation is required.

ii) Police protection?

Less Than Significant Impact. The City contracts with the Riverside County Sheriff Department (RCSD) to provide police services. The Police Department is located at 137 North Perris Boulevard, approximately 4.1 miles southwest of the Project site. According to the City, the Department operates on a patrol incident-response basis and services are provided by a traffic enforcement team and a Special Enforcement team consisting of gang, burglary, and bicycle officers. In addition, the Department provides all investigative support necessary to complete criminal investigations.

Based on the proximity of the Project site to other residential developments, and since the Project site is located in a developed part of the City that is within the service area of the Department, it is anticipated that the Project could be served without adversely affecting personnel-to-resident ratios, response times, or other performance objectives. Therefore, no significant impacts to the environment related to the construction of new or expanded police protection facilities would result in implementation of the proposed Project. No mitigation is required.

iii) Schools?

The proposed Project would generate school-aged children within the boundaries of the Val Verde Unified School District (VVUSD). Students generated by the proposed Project would potentially attend: Sierra Vista Elementary School, which has a capacity of 897 students; Lakeside Middle School, which has a capacity of 1,166 students; and Rancho Verde High School, which has

a capacity of 1,962 students. The Project Applicant is required to pay a DIF at a base rate of $4.79 per square foot (California Government Code). In accordance with established CEQA law, the payment of these required fees would result in a less than significant impact on school services.

Approval of the SPA would include a land use designation change from commercial to residential for the site. Consequently, this change in land use would increase the student generation due to the development of the proposed apartment complex. However, the result of the Project Applicant's payment of the required DIF would mitigate any student generation impacts to less than significant. Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, and impacts would be less than significant. No mitigation is required.

iv) Parks?

Less Than Significant Impact. The proposed Project Applicant would construct a 300-unit apartment complex that would house approximately 1,230 residents (2021 Department of Finance 4.10 person per household City estimate). At least a portion of these residents are anticipated to utilize various public parks and recreational facilities located in proximity to the Project site. However, the Project would include park and recreation amenities that would support a portion of the new residents' park and recreation needs. Additionally, the proposed Project would be required to comply with the payment of any required DIF (Quimby Act fees) to enhance park and recreation facilities within the City. Approval of the SPA would include a land use designation change from commercial to residential, including requirements for common open space and recreational areas. In addition, the City's long-range park projects would accommodate Project residents' demand for recreational facilities throughout the City. Therefore, the Project would not result in the need for new or expanded park facilities, and the impact would be less than significant. No mitigation is required.

v) Other public facilities?

Less Than Significant Impact. The City contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 East San Jacinto Boulevard, approximately 4.7 miles southwest of the Project site**.** As previously stated, the proposed Project would include amenities that would support some of the new residents' other public facility needs. The Project would incrementally add to the existing demand for library services. The Project would not require the construction of a new or expanded library or other public facilities. Therefore, impacts associated with the need for new or expanded other public facilities would be less than significant. No mitigation is required.

3.16 RECREATION

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI.RECREATION. Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☒	☐	☐

a) 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?

Less Than Significant Impact. Although the proposed Project requires approval of an SPA to change the underlying land use from commercial to multi-family for the site, the Project would partially accommodate anticipated increase in recreational demand with various on-site recreational facilities and spaced. As previously stated, the proposed Project would include a 300-unit apartment complex that would house approximately 1,230 residents (4.10 persons per household) and a portion of these residents are anticipated to patronize various public parks and recreational facilities located in proximity to the Project site. The proposed Project's recreation concept offers a fitness room, clubroom, pool, spa, BBQ, tot-lot and multiple open lawn area along with pedestrian activity that stretch internally in the community and to the outside surrounding areas. As stated in the SPA Development Standards Section 4.9.e.5(b) for PA 22 each multi-family dwelling unit shall be provided with a minimum of one hundred fifty square feet of common open space, exclusive of driveways and sidewalks. Portions of yards (excluding the front yard and private open spaces) which are contiguous to all units in a multiple-family complex, pools, paved recreation areas, dog-friendly areas, and indoor recreational facilities may be included in the calculation of common open space. Not less than thirty percent of the required open space shall be in permanent landscaping. Such landscaping shall be comprised of live plant materials with permanent irrigation facilities. Consequently, the Project's 164,446 SF of landscape area would comply with such requirements.

Therefore, the proposed Project would not 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, and impacts would be less than significant. No mitigation is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?

Less Than Significant With Mitigation. As stated above in Response a), the proposed Project's recreation concept offers a fitness room, clubroom, pool, spa, BBQ, tot-lot and multiple open lawn area along with pedestrian activity that stretch internally in the community and to the outside surrounding areas. These amenities would be located entirely within the Project footprint for private resident use. Consequently, potential impacts associated with proposed Project including the on-site recreation facilities have been considered within this IS/MND. Impacts would be less than significant with the mitigation measures identified in this IS/MND.

3.17 TRANSPORTATION

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) Would the project conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

As discussed in this Section, a Traffic Impact Analysis (TIA), dated April 10, 2023, was prepared by Translutions, Inc., to present the methodology, findings and conclusions regarding the proposed Project transportation related impacts.

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

Less Than Significant Impact. The Project's consistency with Perris General Plan goals and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities is analyzed in the Land Use section of this IS/MND (refer to Table 3.11-1). As identified and further discussed herein, the Project would not conflict with the applicable General Plan goals and policies.

All roadway improvements proposed by the Project Applicant are consistent with the transportation system that is proposed for the area by the Circulation Element and would serve the Project. The Project would include the development of the frontages along Evans Road and Rider Street. Thereby, sidewalks and bike lanes would inherently be developed to improve alternative connectivity within the Project area. Furthermore, the Project Applicant would financially support the transportation system through TUMF fees, to pay the Projects fair share of the cost to maintain and improve the intersection operations within Perris. According to the TIA and as stated within the City's Circulation Element, payment of fees toward the Evans Road and Ramona Expressway westbound through lane addition would be required. According to the

TIA, the fair share for the Project was calculated at this location using the total trips generated by the Project divided by the total new traffic under opening year and year 2040 with Project conditions. As a result, the Project's fair share for opening year is 4.24% and year 2040 is 2.31%.

Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity, and as envisioned by the MRSP and the General Plan Circulation Element. The proposed Project includes internal driveways that would provide circulation passenger car traffic. As shown on Table 3.17-1 the Project is forecast to generate 120 trips in the a.m. peak hour, 153 trips in the p.m. peak hour, and 2,022 daily trips.

TABLE 3.17-1: PROJECT TRIP GENERATION

Land Use	Units		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Apartments									
Trip Generation Rates[1]			6.74	0.10	0.30	0.40	0.32	0.19	0.51
Trip Generation	300	DU	2,022	29	91	120	96	57	153
Total Trip Generation			**2,022**	**29**	**91**	**120**	**96**	**57**	**153**

Source: Traffic Impact Analysis (Appendix L)

Public transportation services within the City include bus transit service provided by the Riverside Transit Agency (RTA) and commuter rail transportation (Metrolink). Public transportation, via bus services, in the City is provided by the RTA, which is the regional transit operator in Riverside County. Route 41 provides service on Evans Road and Rider Street. Route 41 has a stop near the Project area at Perris Boulevard and Ramona Expressway. Route 41 operates at 60–90-minute headways on weekdays. Route 30 provides service on Evans Road. Route 30 has stops near the Project area Orange Vista High School, Sherman & Walnut, and Morgan & Bradley. Route 30 operates at 90–120-minute headways on weekdays. In addition, commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). The area is served by the Perris Downtown Metrolink Station. The Perris Downtown station is the nearest Metrolink station to the Project site and is approximately 3.5 miles south of the Project site. The station includes 318 regular parking spaces, 28 carpool spaces, and 46 handicap spaces. The proposed Project will not conflict with policies that support public transit will still operate as a designated bus route for RTA to provide mass transit.

The Project is consistent with the City's adopted plans and policies. The Project would not conflict with adopted policies supporting alternative transportation modes. The Project would not change roadway designations from those in the City's General Plan. Therefore, the Project impact is considered less than significant. No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. The City adopted Transportation Impact Analysis Guidelines for CEQA (TIA Guidelines) to ensure land use development and transportation projects comply with the latest requirements of CEQA regarding Vehicle Miles Traveled (VMT). The City's TIA Guidelines consists of standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA.

As analyzed in the Project's TIA, the City TIA guidelines include a VMT scoping form that calculates the Project VMT based on the Traffic Analysis Zone in which the Project is within. According to the City's TIA guidelines, the Citywide home-based VMT average is 15.05 VMT per Capita. The proposed Project is located IN TAZ 3846 and has a VMT per capita of 16.8 miles. Based on the City's VMT thresholds of significance for residential projects, a significant transportation impact occurs if the base year project TAZ home-based VMT per capita exceeds the Citywide average VMT per capita. Consequently, the Project VMT exceeds the Citywide average VMT per capita, thereby requiring a VMT reduction measure to reduce the Project's VMT exceedance.

Per the Project's TIA, the mitigation measure LUT-1 (Increase Density) from CAPCOA's Quantifying Greenhouse Gas Mitigation Measures (2009) also included in the City TIA guidelines, was used to reduce the Project's VMT. The VMT reduction formula for LUT-1 is:

- % VMT Reduction = A * B (not to exceed 30%), where A = number of housing units per acre – 7.6 / 7.6, and B = 0.07.

The existing residential development within TAZ 3846 has an average density of 6.795 du/acre (May Ranch Specific Plan, September 21, 2004). The proposed Project would have a density of 20.53 du/acre. With the application of the LUT-1 reduction formula, the VMT reduction percentage of 11.91 percent would reduce the Project VMT of 16.8 miles to 14.8 miles. Therefore, since the proposed Project VMT of 14.8 miles is less than the City's threshold of 15.05 miles, the Project does not have a significant impact on VMT. As a result, impacts are considered to be less than significant. No mitigation is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. As stated in the TIA, the proposed Project does not have the potential to substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). intersections at Galway Lane and Rider Street. The Project would include a total of three (3) driveways on Evans Road and Rider Street including internal roadway paving and design. The final design plans for adjacent roadway improvements as well as the Project site's ingress and egress will be reviewed by the City

Engineer for appropriate width and lane geometrics. In addition, a gate stacking analysis was conducted as part of the TIA confirming adequate gate stacking distances would be provided on the Rider Street full-access driveway and the Evans Road right in/out only driveway. A peak hour signal warrant at the intersection of the Galway Lane and Rider Street driveway was conducted. As concluded in the TIA, a traffic signal is not warranted under without and with Project conditions due to minimal existing condition, opening year, and 2040-year peak hour traffic volume estimates.

Thus, the Project does not have the potential to substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Any potential impacts associated with transportation design features would be less than significant and no mitigation is required.

d) Result in inadequate emergency access?

Less Than Significant Impact. As discussed in the TIA, access to the proposed Project would be made via a total of three (3) newly constructed driveways. Two driveways would be located on Rider Street and one driveway on Evans Road. The driveway located on Evans Road would provide right-in/right-out access only. The western driveway on Rider Street would provide right-out access only. In addition, the eastern driveway on Rider Street currently exists as a three-legged intersection at Galway Lane and Rider Street. The Project will add the south leg at the intersection and provide full-access inbound and outbound movements. The inbound entrances into the Project would include an automatic gate. All gates would be equipped with a Fire Department approved emergency access system (i.e., typical Knox Lock system). The proposed Project would 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. As concluded in the TIA, the Project would not increase delays on street segments substantially. Therefore, the Project would not result in inadequate emergency access. As a result, implementation of the Project is considered to have a less than significant impact on emergency access. No mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

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

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

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

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

Less Than Significant Impact With Mitigation Incorporated. The proposed Project is required to comply with SB 18 and AB 52 regarding tribal consultation, and the City is required to evaluate the Project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

In compliance with these requirements, the Project cultural resources consultant contacted the Native American Heritage Commission (NAHC) for a search of the Sacred Land Files (SLF) on November 11, 2021. On December 27, 2021, the NAHC responded to the City with a positive result for tribal resources within the Project (Appendix C) boundary area. Upon completion of this IS/MND, two (2) attempts have been made to contact the Pechanga Band of Luiseño Indians to ascertain if the tribe knows of any prehistoric resources within the Project area, however no response have been received to substantiate the positive SLF result. Such contacts provided a description of the Project and notification to each tribe of the opportunity to consult with the City regarding the proposed Project. As of the conclusion of the 90-day tribal response period under SB18, no tribal responses have been received by the City. As a result of the positive SLF result, previously referenced **mitigation measure MM-CUL-1** requires the Project Applicant to retain a professional archaeologist to monitor the initial ground-disturbing activities at the Project site and any off-site Project-related improvement areas assess the nature and significance of any discovery.

Additionally, as described previously California Health and Safety Code, Section 7050.5, included as **mitigation measure MM-CUL-2**, requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of **mitigation measures MM CUL-1** and **CUL-2**, impacts to Tribal Cultural Resources would be less than significant.

MITGATION MEASURES

MM CUL-1 and **MM CUL-2,** as described in Section 3.5, *Cultural Resources*.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 storm water drainage, electric power, natural gas, or telecommunication 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?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Eastern Municipal Water District (EMWD) would provide water and sewer services to the proposed Project pursuant to their Will Serve letter dated January 27, 2023. Wastewater generated by the proposed Project would be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The PVRWRF has a current capacity of 22 million gallons per day (mgd), (EMWD 2018) and has potential to expand the capacity to 100 mgd. Waste Discharge Requirements are issued by the Santa Ana RWQCB under the provisions of the California Water Code (Division 7 Water Quality, Article 4 Waste Discharge Requirements). These

requirements regulate the discharge of waste that are not made to surface waters, but which may impact the region's water quality by affecting underlying groundwater basins. Operational discharge flows treated at the PVRWRF would be required to comply with waste discharge requirements identified.

Southern California Edison (electric power) and the Southern California Gas Company (natural gas) provide dry utilities to the City of Perris pursuant to tariff and PUC requirements in place. A number of companies provide telecommunication facilities in the region to service the Project site. The proposed Project site does not contain any utility facilities that would produce interference or require relocation by the proposed development.

Furthermore, the proposed Project would connect to existing water main, sewer main, electrical, and natural gas within adjacent Evans Road. All on- and off-site utilities would be constructed underground within paved roadways and landscaping and would not result in any environmental impacts over and above those discussed in this IS/MND. Project compliance with all applicable City conditions of approval relative to the design and construction of new infrastructure and/or connections to existing infrastructure would ensure that no significant impacts would result from the construction and operation of the Project. As a result, the impacts are less than significant. No mitigation is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. The EMWD would provide water services to the proposed Project and has four sources of water supply: imported water purchased from the Metropolitan Water District of Southern California (MWD); local portable groundwater; local desalted groundwater sources; and recycled water. Of these sources, the EMWD relies most on imported water for its supply. The EMWD has full service, non-interrupted delivery contracts for all the water it receives from the MWD, except for its agricultural water supplies and the water used for recharge in the San Jacinto Basin. The EMWD projects that it will have an adequate water supply based on its existing sources to meet the projected demand to 2035 under multiple hydrologic conditions.

New developments, such as the proposed Project, will be supplied with imported water, which is either treated imported water directly from the MWD; untreated imported water from the MWD that is subsequently treated by the EMWD; or untreated imported water that is treated by EMWD and recharged into the basin for later use. Although the EMWD is dedicated to expanding and maximizing the use of recycled water, the proposed Project would not use recycled water. The Project does not include irrigation demanding land uses that can utilize recycled water such as public recreational areas, greenbelts, open space common areas, commercial landscaping, and aesthetic water impoundment or other water features.

The EMWD has developed an Integrated Resource Plan (IRP) to serve as a framework for planning and prioritizing supply options to meet the EMWD's objectives for future water supplies. The EMWD's objectives are to develop a sustainable water supply; to accomplish financial stability; to provide a reliable water supply; to maximize water use efficiency; to maximize use of local resources; and to implement projects that improve the environmental and salinity conditions in the service area. In support of these objectives, the EMWD has adopted water use efficiency standards. Additionally, the City has adopted Landscape Ordinance, Chapter 19.70, to regulate water use efficiency. As a result of the Project's compliance with these existing regulations, impacts on water resources would be less than significant. No mitigation is required.

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?

Less Than Significant Impact. The EMWD would provide sanitary sewer service to the proposed Project. The Project is estimated to generate approximately 33,424 gallons of wastewater a day (AQ Analysis, Appendix A) and would be treated at the 300-acre PVRWRF located south of Case Road and west of the I-215 Freeway. According to the EMWD, the PVRWRF currently treats 14 million gallons per day (mgd) and has a capacity of 22 mgd. Thereby, the PVRWRF could accommodate the Project's approximate one one-thousandths of a percent (0.001%) increase in demand for wastewater treatment.

Waste Discharge Requirements are issued by the Santa Ana RWQCB under the provisions of the California Water Code (Division 7 Water Quality, Article 4 Waste Discharge Requirements). These requirements regulate the discharge of waste that are not made to surface waters but may impact the region's water quality by affecting underlying groundwater basins. Operational discharge flows treated at the PVRWRF and would be required to comply with waste discharge requirements identified for the facility. The Project would not discharge wastewater into the domestic sewer system in a way that would cause the PVRWRF to exceed requirements, as determined by the Santa Ana RWQCB's Water Discharge Requirements. The EMWD's compliance with conditions, permits, and discharge requirements would further ensure that wastewater treatment requirements would not be exceeded, and the Project would have a less than significant level impact to wastewater treatment. No mitigation is required.

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?

Less Than Significant Impact. CR&R Waste Services would provide trash, recycling, and green waste collection services for the proposed Project. Solid waste generated by the Project would

be transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste generated by the Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, which has a permitted daily capacity of 16,054 tpd (CalRecycle).

Throughout the life of the Project, approximately 0.19 tons of solid waste a day, or 68.7 tons/year, would be generated before diversion according to the AQ Analysis (Appendix A). This represents a small percentage of the daily capacity of either landfill that would serve the Project. Implementation of existing regulations regarding solid waste diversions would result in recycling and reuse of Project generated waste and reduced quantities of waste introduced into landfills. Thus, solid waste generated by the Project would not have a significant solid waste impact to area landfills as each would provide adequate capacity to service the Project.

In addition, the Project would comply with requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Furthermore, the proposed Project would be required to comply with the City's Municipal Code Chapter 7.44, Construction and Demolition Waste Management, which requires that developments must meet the minimum diversion requirement. Consequently, compliance with such standards would further reduce landfill impacts. Therefore, landfill facilities would be able to accommodate solid waste from the construction and operation of the proposed Project, and impacts related to new or expanded landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2019 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

As stated in Response d), the proposed Project would be required to comply with the City's Municipal Code Chapter 7.44, *Construction and Demolition Waste Management*, which requires that developments must meet the minimum diversion requirement. In addition, the Project would be required to comply with applicable practices enacted by the City under the California

Integrated Waste Management Act of 1989 (AB 939) and the County of Riverside adopted Countywide Integrated Waste Management Plan (CIWMP). Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. Therefore, the proposed Project is anticipated to result in less than significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste. No mitigation is required.

3.20 WILDFIRE

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed in Response f) within Section 3.9, *Hazards and Hazardous Materials*, the proposed Project site is not located on or near lands classified as being in a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2009). In addition, the proposed Project area is not identified

as being located within a Wildfire Hazard Area within the Safety Element of the City's General Plan (City of Perris 2021: Exhibit S-5). Therefore, no impact would occur, and no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XXI.MANDITORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☒	☐	☐

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

Less Than Significant Impact with Mitigation Incorporated. Based on the discussion in Section 3.4, *Biological Resources*, of this document, the proposed Project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed Project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, **mitigation measure MM BIO-1** has been included to comply with the nesting bird provisions of the MBTA as there are ornamental trees on-site that would be eliminated as part

of Project construction. With implementation of **mitigation measure MM BIO-1**, impacts would be less than significant.

As described in Section 3.5, *Cultural Resources*, the Project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed Project would not cause a substantial adverse change in the significance of a historical resource. As described previously, the Project site has been previously disturbed from various past human activity involving grading and mowing fore fire prevention. Due to the proximity to historic resources and the Project site's heavily disturbed and vacant setting, it is determined to have a low probability to discover archaeological resources on-site. However, there is the potential to discover unknown resources on-site, and implementation of **mitigation measure MM CUL-1** has been included to ensure proper procedures are implemented in the event that prehistoric resources are unearthed during ground-disturbing activities. In addition, **mitigation measure MM CUL-2** is a standard procedure for all contractors and developers to comply with in the event unknown human remains are uncovered during similar activities. Although all grading activities and potential impacts would remain on-site, implementation of **mitigation measures MM CUL-1** and **MM CUL-2** would reduce potential impacts to important examples of California prehistory to a less than significant level.

MITIGATION MEASURES

MM BIO-1, as listed in Section 3.4, *Biological Resources*.

MM CUL-1, as listed in Section 3.5, *Cultural Resources*.

MM CUL-2, as listed in Section 3.5, *Cultural Resources*.

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)?

Less Than Significant with Mitigation Incorporated. As presented in this IS/MND, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Given that impacts from other development projects would be similarly mitigated to a less than significant level, implementation of the proposed Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the proposed Project's contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections 3.1 through 3.20 of this IS/MND, mitigation would be required and incorporated as necessary. Similarly, all other development projects would be required to adhere

to existing regulations and implement mitigation measures to reduce impacts to less than significant levels, which in combination would reduce potential for cumulative impacts. Therefore, impacts would be less than significant with mitigation incorporated.

MITIGATION MEASURES

MM BIO-1, as listed in Section 3.4, *Biological Resources*.

MM CUL-1, as listed in Section 3.5, *Cultural Resources*.

MM CUL-2, as listed in Section 3.5, *Cultural Resources*.

MM GEO-1, as listed in Section 3.7, *Geology and Soils*.

MM GEO-2, as listed in Section 3.7, *Geology and Soils.*

MM GEO-3, as listed in Section 3.7, *Geology and Soils*.

MM NOI-1, as listed in Section 3.13, *Noise*.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. Based on the Project Description and the preceding responses in Sections 3.1 through 3.20 of this IS/MND, implementation of the proposed Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the proposed Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the proposed Project are expected to be mitigated to a less than significant level, implementation of the proposed Project would not cause substantial adverse effects on human beings.

MITIGATION MEASURES

MM GEO-1, as listed in Section 3.7, *Geology and Soils*.

MM GEO-2, as listed in Section 3.7, *Geology and Soils.*

MM NOI-1, as listed in Section 3.13, *Noise*.

4 MITIGATION MONITORING REPORTING PLAN

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
3.1 AESTHETICS						
MM AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.	Project Applicant	City of Perris Planning Division	Prior to issuance of any grading permit			
3.4 BIOLOGICAL RESOURCES						
MM BIO-1: Prior to the issuance of any grading permit that would impact potentially suitable nesting habitat for avian species, the Project applicant shall adhere to the following: 1. Vegetation removal activities shall be scheduled outside the nesting season (generally September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to the extent feasible to avoid potential impacts to nesting birds and/or ground nesters. 2. Any construction activities that occur during typical nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat, on-site and within 300-feet surrounding the site (as feasible), be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement ground disturbances. If active nests are identified, the biologist would establish buffers around the vegetation (500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers would be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site biologist would review and verify compliance with these nesting boundaries and would verify the nesting effort has finished. Work can resume within these areas when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and	Project Applicant; Project Biologist	City of Perris Planning Division	Prior to issuance of any grading permit			

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
submitted to City for mitigation monitoring compliance record keeping.						
3.5 CULTURAL RESOURCES						
MM CUL-1: Prior to the issuance of grading permits, the project proponent/developer shall retain a professional Archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting Archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the Archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the project site or within the off-site project improvement areas until the Archaeologist has been approved by the City. The Archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The Archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources. In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting Archaeologist.	Project Applicant; Project Archaeologist	City of Perris Planning Division	Prior to issuance of any grading permit During initial ground-disturbing activities			

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
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 and the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and Augustine Band of Cahuilla Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, or the Augustine Band of Cahuilla Indians shall be retained to assist the project Archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative shall be given ample time to examine the finding. The significance of Native American resources shall be evaluated in accordance with the provisions of State CEQA Guidelines and shall consider the religious beliefs, customs, and practices of the Luiseño Tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative shall work with the City and consulting Archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the project site or within the offsite project improvement areas, project-specific mitigation measure CUL-2 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño Tribe. This shall include, but not be limited to, an agreement that artifacts shall be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting Archaeologist. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 Code of Federal Regulations [CFR] Part 79) and available to Archaeologists/researchers for further study. The project Archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.						

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased and/or the Archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the California Office of Historic Preservation (OHP) guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño Tribe(s) involved with the project.						
MM CUL-2: In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the	Project Applicant; Project Archaeologist	City of Perris Planning Division	During initial ground-disturbing activities			

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code §§ 5097.98(e) and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).						
3.7 GEOLOGY AND SOILS						
MM GEO-1: Grading and Foundation Seismic Design: All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the City's Public Works Department, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Investigation prepared for the proposed Project by Salem Engineering Group, Inc. are properly incorporated and utilized in the Project design.	Project Applicant; Project Geotechnical Engineer	City of Perris Public Works Department	Prior to issuance of any grading and building permits			
MM GEO-2: Earthwork Testing and Observation: A Geotechnical Engineer should be present during all site clearing and grading operations to test and observe earthwork construction. Acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Geotechnical Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section as well as other portions of this report**.**	Project Applicant; Project Geotechnical Engineer	City of Perris Public Works Department	Prior to any earthwork related activities			
MM GEO-3: Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid	Project Applicant; Project Paleontologist	City of Perris Planning Division	Prior to issuance of building permits			

Mitigation Measures	Responsible Party	Monitoring Party	Implementation Timing	Compliance Verification		
				Initial	Date	Comments
construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.						
3.13 NOISE						
MM NOI-1: Vibration Impacts. Large, loaded trucks and dozers (greater than or equal to 80,000 pounds) (3) shall not be used within 15 feet of the southern Property line. Smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during Project construction to reduce vibration effects.	Project Applicant; Project Contractor	City of Perris Planning Division	Prior to issuance of building permits.			

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APPENDIX A

Air Quality Impact Analysis

APPENDIX B

Biological Resource Assessment

APPENDIX C

Cultural Resources Assessment

APPENDIX D

Geotechnical Engineering Investigation

APPENDIX E

Paleontological Resources Assessment

APPENDIX F

Limited Soils Assessment

APPENDIX G

Greenhouse Gas Analysis

APPENDIX H

Phase I Environmental Site Assessment

APPENDIX I

Project Specific Water Quality Management Plan

APPENDIX J

Hydrology Report

APPENDIX K

Noise Impact Analysis

APPENDIX L

Traffic Impact Analysis