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DRAFT
Acacia Pointe Residential Project
Initial Study/Mitigated Negative Declaration
City of Perris, Riverside County, California
Planned Development Overlay (PDO) 23-05246, Tentative Tract Map 23-05244 (TTM 38775), Development Plan Review (DPR) 23-00019, General Plan Amendment (GPA) 23-05247, and Zoning Change (ZC) 23-05245

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Report Date: February 4, 2025

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List of Exhibits

ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
ADT	Average Daily Traffic
AERMOD	American Meteorological Society/EPA Regulatory Model
AFY	acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality management District
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
dBA	A-weighted decibel
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HARP2	Hotspots Analysis and Reporting Program
HVAC	heating, ventilation, and air conditioning
I-215	Interstate 215
kWh	kilowatt hour
LEED®	Leadership in Energy and Environmental Design
L_{max}	maximum noise/sound level
LST	localized significance threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MFR	Multi-Family Residential

MND	Mitigated Negative Declaration
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric tons
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM_{10}	particulate matter 10 micrometers or less in diameter
$PM_{2.5}$	particulate matter 2.5 micrometers or less in diameter
ppm	parts per million
PPV	peak particle velocity
PV	photovoltaic
RTA	Riverside Transit Authority
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SO_X	sulfur oxides
SR	State Route
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
TAZ	Traffic Analysis Zone
TCM	Transportation Control Measure
TDM	Transportation Demand Management
UWMP	Urban Water Management Plan
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compounds
WEAP	Worker Environmental Awareness Program
WQCP	Water Quality Control Plan
WQMP	Water Quality Management Plan
WRCOG	Western Riverside County Council of Governments

INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (MND) is to identify any potential environmental impacts that would result from implementation of the proposed Acacia Pointe Residential Project (proposed project) in the City of Perris (City), California. Pursuant to Section 15367 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Perris has discretionary authority over the proposed project and is the Lead Agency in the preparation of this Draft Initial Study/MND and any additional environmental documentation required for the proposed project.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. Feasible mitigation measures are analyzed to reduce all impacts to below a level of significance. Section 3 contains the List of Preparers.

1.2 - Project Location

The approximately 11.62-acre project site is located within the City of Perris, in Riverside County, California (Exhibit 1). The City of Perris is located in the western portion of Riverside County and is bordered by the City of Moreno Valley to the north, the communities of Lakeview and Nuevo to the east, the City of Menifee to the south, and the community of Mead Valley and unincorporated Riverside County to the west. Regional access to the City is provided by Interstate 215 (I-215) and State Route (SR) 74. Local access to the project site is provided via Nuevo Road, Wilson Avenue, and Redlands Avenue.

The project site is located at the southeastern corner of Nuevo Road and Wilson Avenue on 57 parcels corresponding to Assessor's Parcel Numbers (APNs) 311-161-001, -002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -012, -013, -014, -015, -016, -017, -018, -019, -020, -021, -022, -023, -024, -025, -026, -027 -028, -029, -030, -031, -032, -033, -034, -035, and 311-162-001, -002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -012, -013, -014, -015, -016, -017, -018, -019, -020, -021, and -022 (Exhibit 2). The project site is located on the *Perris, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map.

1.3 - Environmental Setting

The project site is currently undeveloped and covered with low grasses and scrubland and is surrounded by existing residential development to the north, south, east, and west. Clearwater Elementary School is located to the northeast.

1.4 - Land Use and Zoning

The project site has both General Plan Land Use and Zoning designations of R-6,000–Residential 6,000, which allow for a density between 4–7 dwelling units per acre (Exhibits 3a and 3b).[1]

1.5 - Project Description

DR Horton Los Angeles Company (project applicant) proposes to subdivide the approximately 11.62-acre project site to construct up to 141 townhome-style condominiums and amenities, including a central area with pickleball courts, a tot lot, a pool and pool house, and open space (Exhibit 4). The total site building area would be approximately 229,042 square feet. Townhomes would be approximately 1,600 square feet. A total of approximately 183,905 square feet of common open space and 35,250 square feet of private open space would be provided. The project site would include four split face block walls measuring 6 feet tall on each corner of the site, along with four tubular steel fences measuring 24 feet tall along the outer edges of the site. The proposed project would have a density of 12.13 dwelling units per acre and would include 2.7 acres of paved road and alleyways providing internal circulation.

The proposed project would require a Planned Development Overlay, as well as a General Plan Amendment and Zone Change to MFR-14–Multi-Family Residential 14 which would allow a maximum density of 14 (Exhibits 5a and 5b).

1.5.1 - Site Access, Circulation, and Parking

Access to the project site would be provided via two gated driveways allowing for both ingress and egress along Wilson Avenue. One driveway (Street A) would be 40 feet wide, separated by 10-foot-wide median islands. The second driveway (Street B) would be 24 feet wide with gated access. Internal drive aisles would be 36 feet wide to allow for emergency access and circulation.

The proposed project would provide a total of 366 parking spaces, representing 2.57 parking spaces per condominium. Parking would include 282 garage spaces and 84 guest parking spaces, which would consist of 74 standard spaces, seven compact spaces, and three accessible spaces. Each garage would include electrical panels to support the installation of electric vehicle charging systems.

1.5.2 - Design and Appearance

The proposed residential units would consist of five different home designs, ranging in style and size. The two proposed design styles—Spanish and Italianate—would provide variety in color and size components (Exhibits 6a and 6b).

1.5.3 - Landscaping

The proposed project would include landscaping around the perimeter of the site and throughout the parking areas. Landscaping would include trees, shrubs, ground cover, and accents primarily along the frontages of Wilson Avenue and Nuevo Road and along the perimeter of the project site.

[1] City of Perris. 2023. City of Perris Map Viewer. Website: https://experience.arcgis.com/experience/63da7b7d741c4a7f8851b035e85e18d5?data_id=dataSource_1-18628b54f89-layer-13%3A225924. Accessed April 1, 2024.

All plant material would be selected from the Riverside County California Friendly Plant Materials list.[2] The north and south sides of the project site would be bordered by a tan masonry wall. Trees would be located on the other side of the proposed wall along Nuevo Road. The east end of the project site would by bordered by a tan vinyl fence over a retaining wall.

The City requires a minimum of 300 square feet of open space per dwelling unit, meaning the proposed project would be required to provide at least 42,600 square feet of open space (half common open space and half private open space). The proposed project would provide 183,905 square feet of common open space and 35,250 square feet of private open space.

1.5.4 - Off-site Improvements

Off-site improvements for the proposed project would include improvements to Wilson Avenue and Nuevo Road along the project site frontages and adjacent areas, resulting in up to 2.02 acres of off-site improvements (Exhibit 2).

The northern perimeter of the project site along Nuevo Road to the intersection with Wilson Avenue would be improved to provide 43 feet of asphaltic concrete paving, an 8-inch curb and gutter, streetlights, and a 21-foot-wide parkway consisting of a Class I Shared Use Path Trail. Along the westerly frontage of the project site, Wilson Avenue to the intersection with Nuevo Road would be improved to provide for asphaltic concrete paving, curb and gutter as well as a 6-foot-wide sidewalk and streetlights. Other existing pavements along the property frontages would be removed and replaced if determined to be substandard by the City's Engineer.

The existing power lines along the project frontages at Wilson Avenue and Nuevo Road would be undergrounded.

1.5.5 - Utilities

The proposed project would be served by the following utility providers:

- **Electricity:** Southern California Edison (SCE). The proposed project would connect to electricity lines within Wilson Avenue just south of Monterey Street.
- **Natural Gas:** The Gas Company (to service the pool only). The proposed project would connect to the existing gas line within Wilson Avenue.
- **Potable Water:** Eastern Municipal Water District (EMWD). The proposed project would connect to the existing water main within Nuevo Road via a 10-inch fire water service line, a 3-inch domestic water service line, and a 2-inch irrigation service line, the construction of which have been considered in this document.
- **Stormwater:** City of Perris
- **Wastewater:** EMWD. Internal 8-inch sewer lines would connect to an existing 21-inch sewer line located within Wilson Avenue.

[2] County of Riverside. 2007. Guide to California Friendly Landscaping. October 31. Website: https://www.temescalvwd.com/images/userImages/Guide%20to%20Calif%20Friendly%20Landscaping.pdf. Accessed April 1, 2024.

- **Solid Waste Removal:** CR&R Environmental Services
- **Telephone and Internet:** Verizon

1.5.6 - Storm Drainage

Stormwater at the project site would be conveyed into detention basins to be located at the northeast and southeast corners of the project site.

The proposed project includes two on-site drainage tributaries; the northern (Area "A") and the southern (Area "B") areas. Runoff from Area "A" would drain into Infiltration Basin "A," which would be located in the northeast corner of the project site; these waters would be discharged into an existing storm drain located in Nuevo Road, which eventually discharges into the Perris Valley Channel. Runoff from Area "B" would flow into Basin "B for treatment at the southeast corner of the project site before discharging into an existing storm drain located on the property east of the project site.

Area "C" is an off-site property to the northwest of the project site (Exhibit 2). Currently, runoff from Area "C" runoff crosses the site and drains to an existing inlet at the southeast corner of the project site. It is then conveyed back to the existing storm drain in Nuevo Road. The proposed project would include a V-ditch to move the storm drainage from Area C directly to the existing storm drain in Nuevo Road.

1.5.7 - Phasing and Construction

Construction of the proposed project would be expected to begin in mid-2025 and last for 31 months, until late 2027. The following timeline is estimated for the individual construction phases:

- Site preparation (2 weeks): During this phase, the project site would be readied for construction, including removal of existing vegetation.
- Grading (8 weeks): During this phase, grading of the entire project site would occur.
- Construction of off-site improvements (5 months): This phase includes construction of utilities and street improvements.
- Homebuilding (22 months): This phase includes construction of the proposed townhome style homes.

1.6 - Required Discretionary Approvals

As mentioned previously, the City of Perris has discretionary authority over the proposed project and is the Lead Agency for the preparation of this Initial Study/MND under the California Environmental Quality Act (CEQA). In order to implement the project, the City would need to issue the following permits/approvals:

- Approval of the MND and Mitigation Monitoring and Reporting Plan
- Site Plan and Design Review

- Development Plan Review (DPR) 23-00019 for site and architectural design with amenities review
- General Plan Amendment 23-05247 to change the Land Use designation of the project site from R-6,000–Residential 6,000 to MFR-14–Multi-Family Residential 14 to allow for 12.13 du/ac
- Zone Change 23-05245to change the Land Use designation of the project site from R-6,000–Residential 6,000 to MFR-14–Multi-Family Residential 14 to allow for 12.13 du/ac
- Planned Development Overlay (PDO) 23-05246 to allow flexibility in development standards for 141 townhome units.
- Tentative Tract Map 23-05244 (TTM 38775) to subdivide 11.6-acre site for a condominium map to facilitate construction of 141 townhomes.

Additionally, ministerial permits (grading, building, occupancy, etc.) would also be required from the City to implement the proposed project.

The following permits would be required of other agencies to implement the proposed project:

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board to ensure that drainage velocities from the site during construction are equal to or less than pre-construction conditions and that downstream water quality is not significantly impacted by the proposed project.

1.7 - Intended Uses of this Document

This Initial Study/MND has been prepared to document the potential significant adverse environmental impacts associated with the proposed project and identify feasible mitigation that would reduce impacts to below a level of significance. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Initial Study/MND will be circulated for a minimum of 30 days, during which comments concerning the analysis contained in the Initial Study/MND should be sent to:

Nathan Perez, Senior Planner
City of Perris, Department of Development
Services–Planning Division
135 North D Street
Perris, CA 92570
Phone: 951.943.5003
Email: nperez@cityofperris.org

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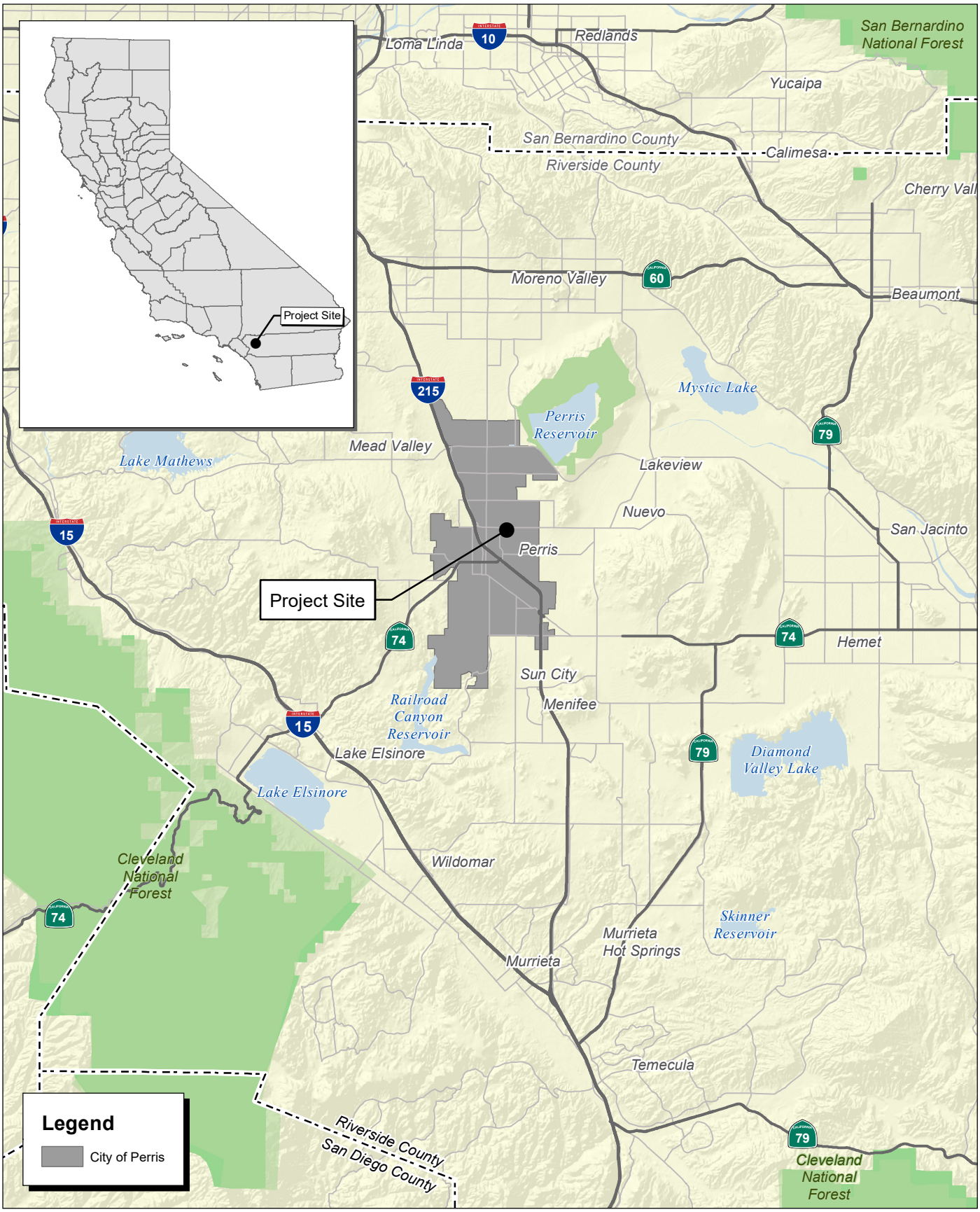

Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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5 2.5 0 5
Miles

Exhibit 1
Regional Location Map

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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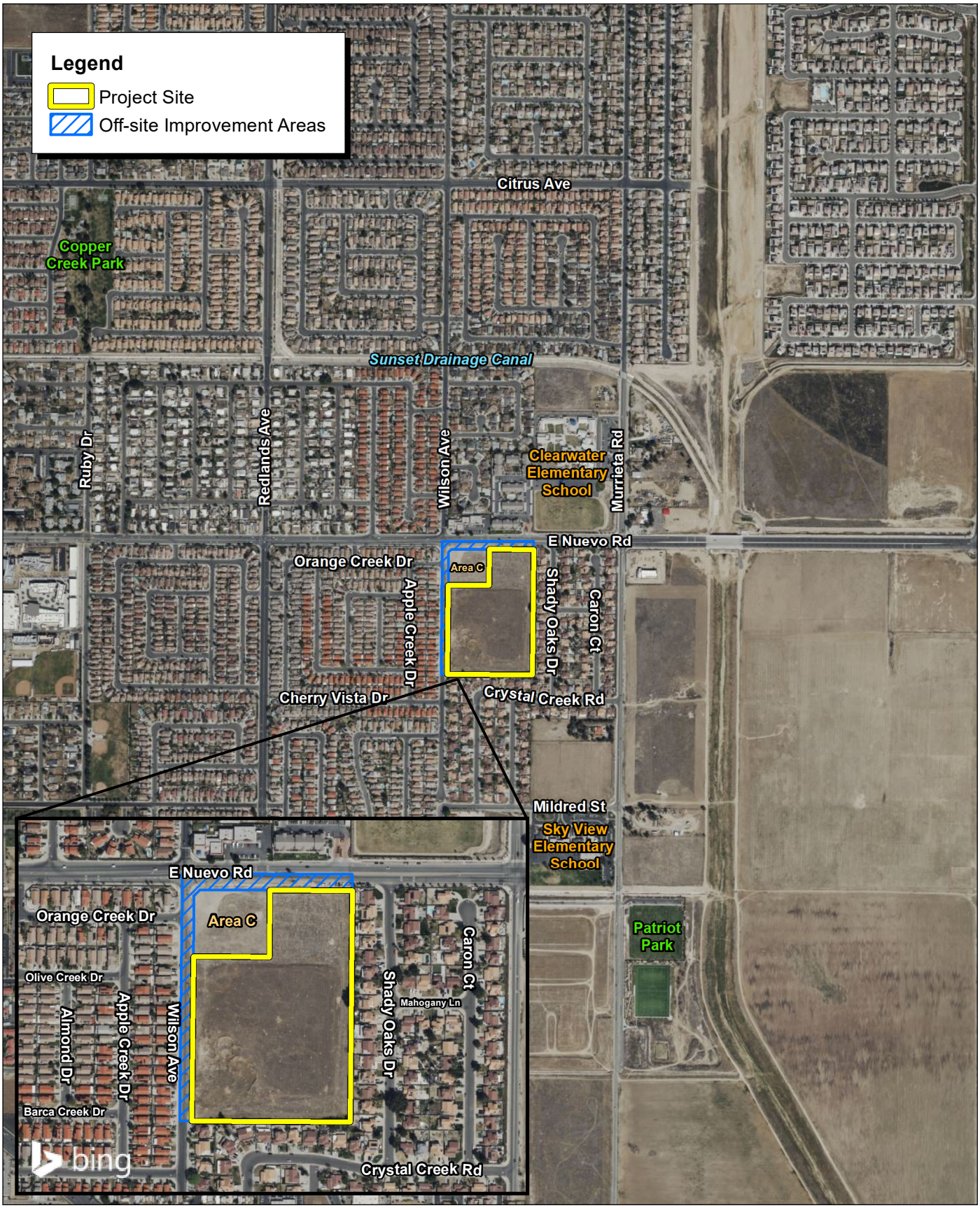

Source: Bing Aerial Imagery. D.R. Horton 10/25/2023.

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1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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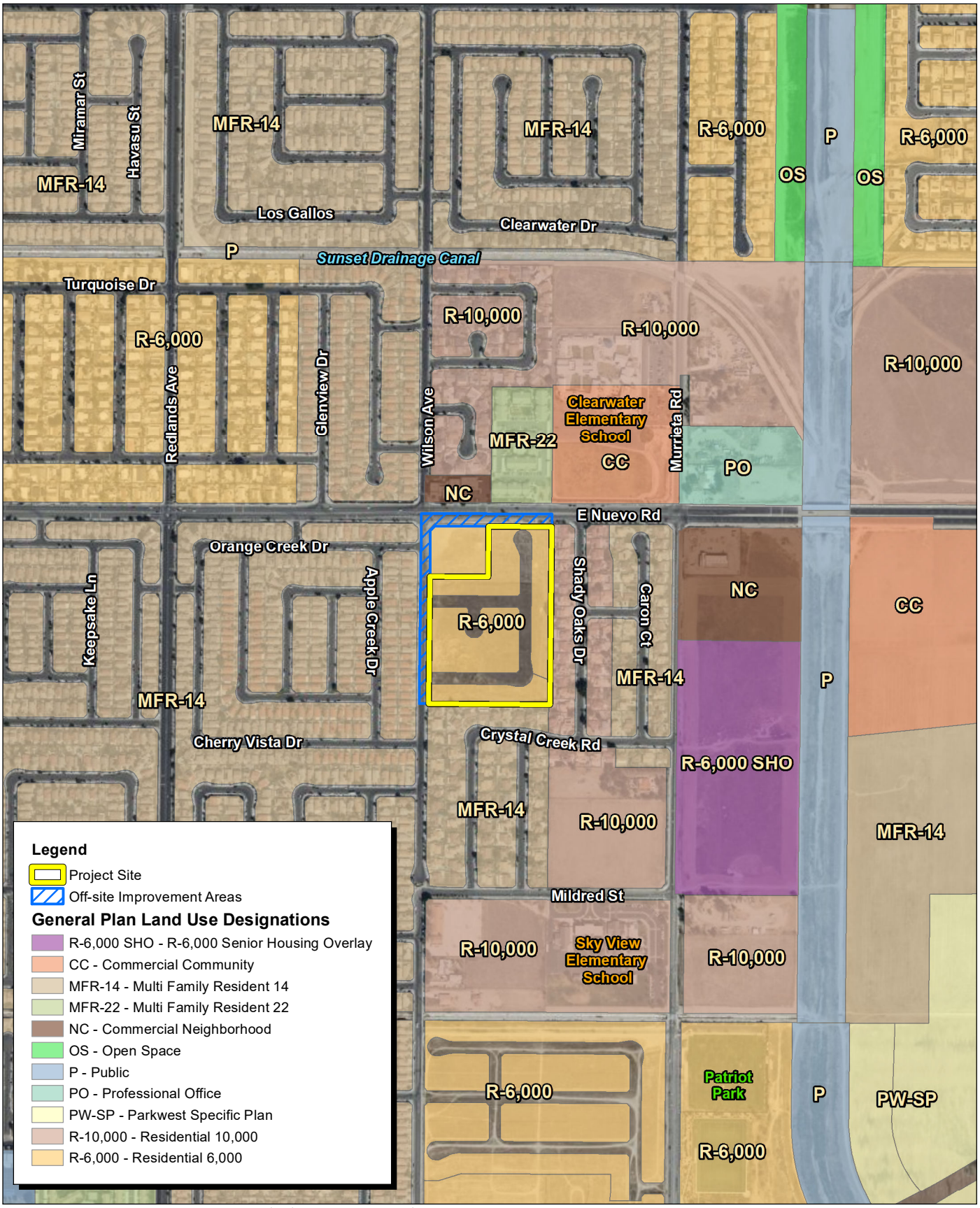

Source: Bing Aerial Imagery. D.R. Horton 10/25/2023. SP2 & Co, 01/2024. City of Perris.

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700 350 0 700
Feet

Exhibit 3a
Existing General Plan Land Use

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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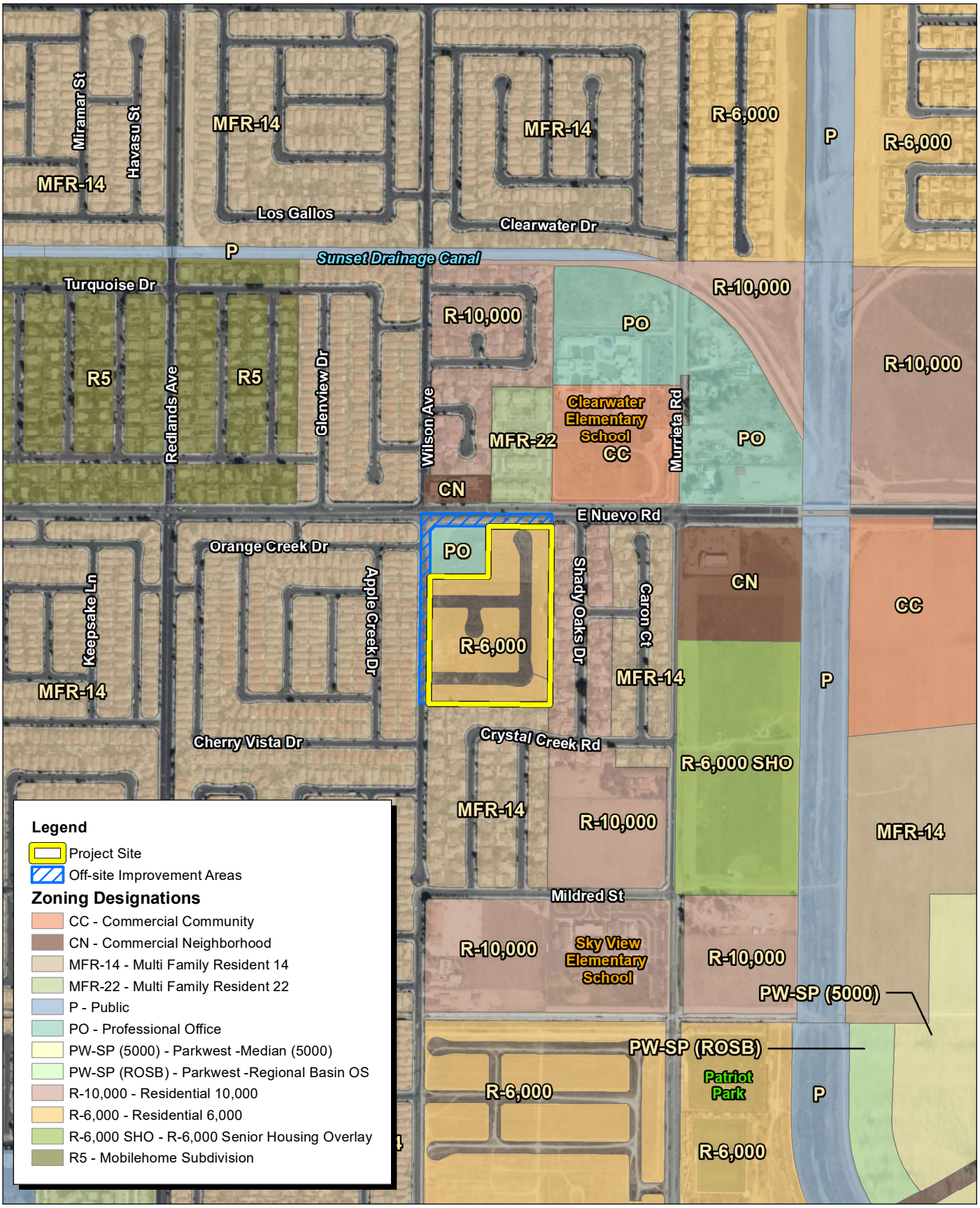

Source: Bing Aerial Imagery. D.R. Horton 10/25/2023. SP2 & Co, 01/2024. City of Perris.

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700 350 0 700 Feet

Exhibit 3b
Zoning Map

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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Source: SJA Landscape Architecture Land Planning, August 26, 2024.

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Exhibit 4
Site Plan

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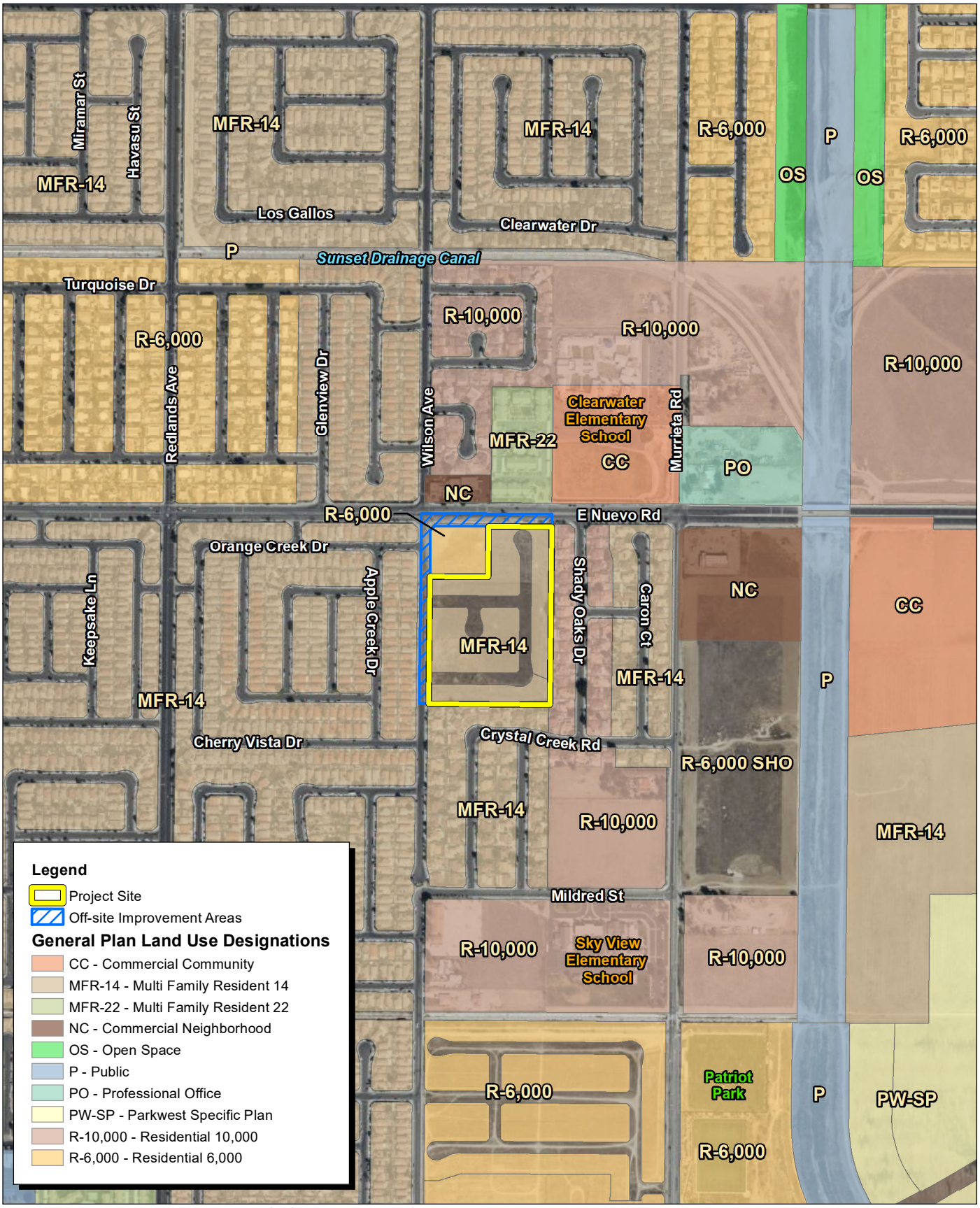

Source: Bing Aerial Imagery. D.R. Horton 10/25/2023. SP2 & Co, 01/2024. City of Perris.

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700 350 0 700
Feet

Exhibit 5a
Proposed General Plan Land Use

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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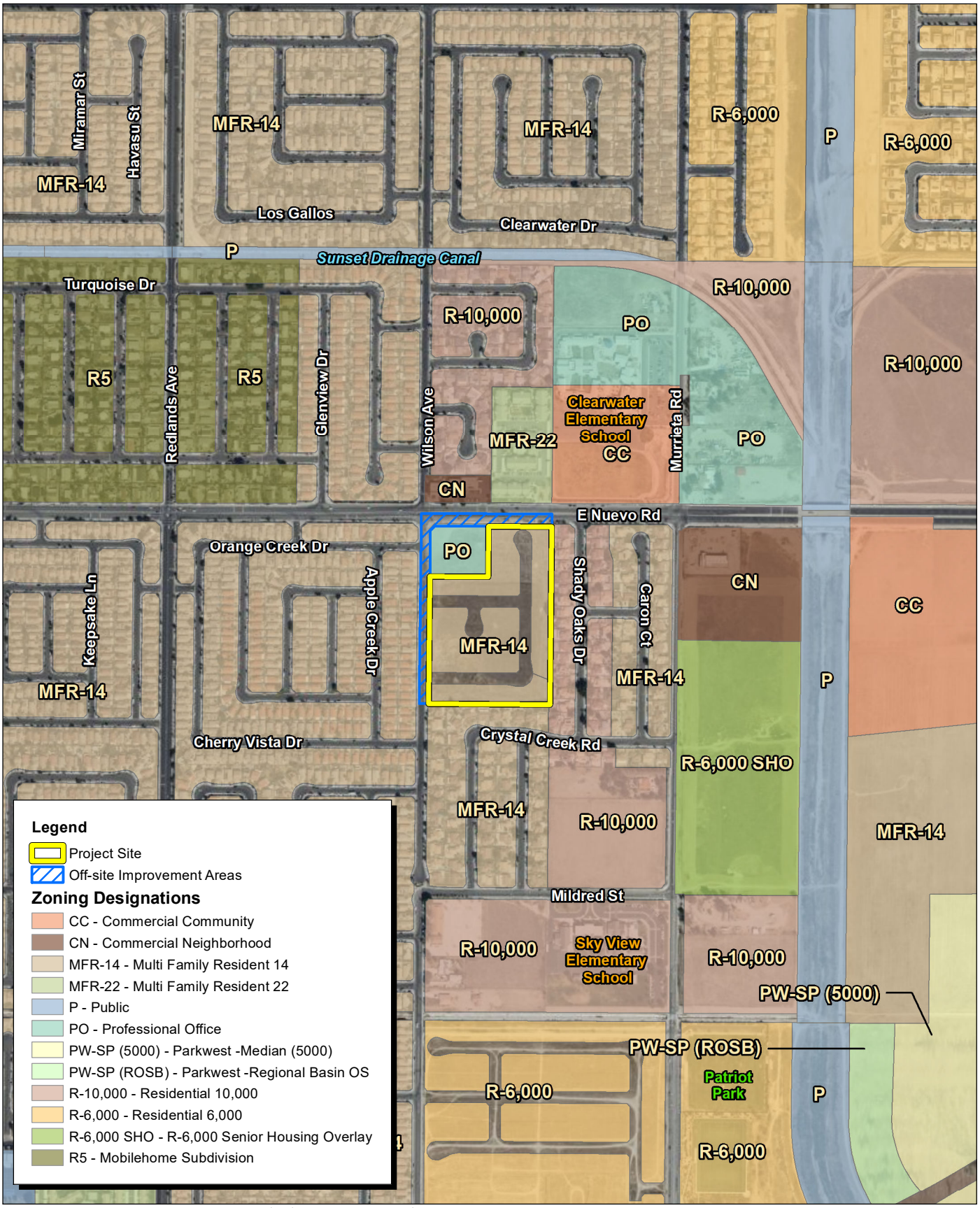

Source: Bing Aerial Imagery. D.R. Horton 10/25/2023. SP2 & Co, 01/2024. City of Perris.

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700 350 0 700
Feet

Exhibit 5b
Proposed Zoning

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CITY OF PERRIS
ACACIA POINTE RESIDENTIAL PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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PLAN 3A LEFT

PLAN 3A PLAN 1A PLAN 2A-R FRONT

PLAN 2A-R RIGHT

PLAN 2A-R PLAN 1A PLAN 3A REAR

STYLE ELEMENTS: SPANISH

Concrete Low 'S' Tile	Windows with Divided Lights
Stucco with 16/20 Finish	Stucco Wrapped Trim
Foam Shutters	Stucco Wrapped Column
Stucco Wrapped Potshelf with Brackets	Solid Panel Entry Door
Stucco Wrapped Shaped Corbels	Sectional Decorative Garage Door
Gable End Wrought Iron Detail	with Windows

Source: WHA. Architects . Planners . Designers, 12/18/2023.

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Exhibit 6a
Building Elevations

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Plan 3B LEFT

Plan 3 Plan 1B Plan 2B-R FRONT

Plan 2B-R RIGHT

Plan 2B-R Plan 1B Plan 3B REAR

STYLE ELEMENTS: ITALIANATE

Concrete Low 'S' Tile	Windows with Divided Lights
Stucco with 16/20 Finish	Stucco Wrapped Trim
Foam Shutters	Stucco Wrapped Column
Stucco Wrapped Potshelf with Brackets	Solid Panel Entry Door
Stucco Wrapped Shaped Corbels	Sectional Decorative Garage Door
Stucco Wrapped Cornice Trim	with Windows

Source: WHA. Architects . Planners . Designers, 12/18/2023.

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Exhibit 6b
Building Elevations

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ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Services Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

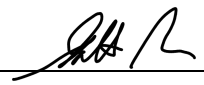
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

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

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

Date: 2/3/25 Signed: 

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.1 Aesthetics *Except as provided in Public Resources Code Section 21099, would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building 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?	☐	☒	☐	☐

Environmental Evaluation

Setting

Scenic Highways and Corridors

The City of Perris does not contain any officially designated State Scenic Highways.[3] The nearest State Scenic Highway is a segment of SR-74 that is located approximately 22.70 miles west of the project site. There are segments of I-215 and SR-74 that are eligible for designation as a State Scenic Highway within the City.[4] Because of distance and intervening topography and structures, the project site is not visible from SR-74 or I-215. Scenic corridors consist of land that is visible from, adjacent to, and outside the highway right-of-way and is comprised primarily of scenic and natural features. The General Plan does not designate any roadway segments as scenic corridors.

Scenic Vistas

The City of Perris is located on a flat, broad basin. The City of Perris General Plan Environmental Impact Report (General Plan EIR) identifies scenic vistas as "a view through an opening, between a

[3] California Department of Transportation (Caltrans). 2018. State Scenic Highway System Map. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed January 26, 2024.
[4] Ibid.

row of buildings or trees, or at the end of a vehicular right-of-way."[5] There are viewpoints of surrounding foothills available along the City's east–west and north–south oriented roadway network, which are framed by the accompanying streetscapes and public right-of-way, providing views to distant horizons and surrounding foothills. These are considered scenic vistas.

Light and Glare

Excessive or inappropriately directed lighting can adversely affect nighttime views by reducing the ability to see the night sky and stars. Glare can be derived from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare can range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Light-sensitive land uses in the area include the residential neighborhoods surrounding the project site.

Riverside County Ordinance 665

The County of Riverside adopted an ordinance to restrict the permitted use of certain light fixtures that emit light into the night sky. The primary intent of the ordinance is the protection of astronomical observation and research.

Perris Municipal Code

Section 19.02.110 the Perris Municipal Code describes the requirements for the use of certain types of light fixtures on residential and nonresidential properties. This requirement minimizes the amount of light cast on adjoining properties, the public right-of-way, and into the night sky.[6]

Would the project:

a) Have a substantial adverse effect on a scenic vista?

As noted above, the City of Perris General Plan EIR identifies the City's adjacent foothills as scenic vistas. There are currently views of some foothills beyond intervening development for drivers heading in either direction along Wilson Road. For drivers heading north along Nuevo Road adjacent to the project site, views of the foothills are available to the east.

The site is designated for residential development (R-6,000), which includes a maximum building height of 30 feet. The proposed zoning (MFR-14) would also allow a maximum height of 30 feet. As currently designed, the proposed project would have a maximum height of 26 feet, 9 inches and would therefore comply with the allowed building height. Therefore, although the proposed development would result in partial obstruction of existing views toward the foothills to the east and would be constructed at a higher density (14 dwelling units per acre versus 7 dwelling units per acre), residential development is already envisioned for this site and was contemplated in the General Plan EIR. Furthermore, as shown in Exhibits 3a and 3b, the properties to the west and south of the project site are already designated MFR-14, the properties to the east of the project site are

[5] City of Perris. 2004. City of Perris General Plan Environmental Impact Report. Website: https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000. Accessed January 26, 2024.

[6] City of Perris. 2024. Municipal Code – Chapter 19.02.110. Website: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.02GEPR_S19.02.110LI. Accessed January 26, 2024.

zoned R-10,000, and the residential properties to the north of the project site are zoned MFR-22. Potential impacts regarding scenic vistas would be in keeping with what was already evaluated and disclosed in the General Plan EIR and would therefore be less than significant.

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

No impact. As discussed previously, the project site is not visible from any official designated or eligible State Scenic Highways. Therefore, the proposed project would have no impact on the scenic resources located within view of 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?

Less than significant impact. Public Resources Code Section 21071 defines an urbanized area as an incorporated city that either has a population of 100,000 persons or a population of less than 100,000 persons if that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the California Department of Finance, the City of Perris had an average of 4.05 persons per household and a population of 78,948 as of January 1, 2023.[7] However, the City is adjacent to the incorporated cities of Moreno Valley and Menifee. Moreno Valley had a total population of 208,634 persons during the 2020 Decennial Census and Menifee had a population of 102,527 persons. Therefore, the City of Perris is considered an urbanized area under CEQA's definition.

The project site is located in an urbanized area within the City of Perris. Included as part of the proposed project is a Planned Development Overlay, which would include a General Plan amendment and Zoning Designation change from R-6,000–Residential 6,000 to Multi-Family Residential (MFR-14), which would increase the maximum housing density of the project site from 4–7 dwelling units per acre to 14 dwelling units per acre. The proposed project includes the construction of 141 townhome style condominiums with a density of 12.7 dwelling units per acre. Thus, the proposed project would be consistent with and compatible with the existing residential development in the vicinity of the project site. The proposed project would be subject to all applicable design, landscaping, and lighting requirements as outlined in the Perris Municipal Code. As such, potential impacts would be less than significant.

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

Less than significant impact with mitigation incorporated.

[7] State of California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023. Accessed January 20, 2024.

Existing sources of light and glare surrounding the project site include light from homes, public street lighting, and car headlights. The proposed project would involve the construction of 141 townhome style condominiums and amenities as well as an internal street network which would create new sources of light and glare from indoor and outdoor lighting, streetlights, and cars entering and exiting the project site.

The project site is located within the Airport Influence Area Boundary for March Air Reserve Base/Inland Port Airport (MARB/IPA). The MARB/IPA Airport Land Use Compatibility Plan (ALUCP) Compatibility Map (Map MA-1) shows that the project site is located within Zone D, which is a Flight Corridor Buffer. The MARB/IPA ALUCP indicates that there are no restrictions to residential development within Zone D. As such, any new outdoor lighting that is installed is required to be hooded or shielded as to present either the spillage of lumens or reflection into the sky. Additionally, outdoor lighting would be required to be downward facing. The proposed project would be subject to Section 19.02.110 of the Perris Municipal Code and Riverside County Ordinance 655 to minimize light cast onto adjoining properties and into the night sky. Therefore, the potential operational impacts would be less than significant.

During project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Because of the distance between the construction area and the adjacent residences and motorists on Wilson Avenue and Nuevo Road, such security lights may result in glare to residents and motorists. Implementation of mitigation measure MM AES-1 would ensure that potential impacts to nighttime lighting would be less than significant.

Mitigation Measures

MM AES-1 Prior to issuance of grading permits, the project developer shall provide evidence to the City in the form of a construction lighting or photometric plan that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky or into the backyards of the adjacent residential areas and roadways.

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

Environmental Evaluation

Setting

According to the California Department of Conservation Farmland Mapping and Monitoring Program California Important Farmland Finder, the project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is designated as Farmland of Local

Importance[8] and Urban and Built-Up Land. The project site does not contain forest land or forestry uses.

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 nonagricultural use?

No Impact. The project site does not contain Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland). Additionally, the project site is surrounded by urban and built-up land and is designated for residential use under the General Plan. Accordingly, the proposed project would have no impact with respect to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Therefore, no impact would occur.

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

No Impact. Although the project site is designated as Farmland of Local Importance, the City of Perris zones it as R-6000 for residential development. This zoning designation and the urban buildout surrounding the project site indicates that urban development is planned for this area. The project site also is not subject to a Williamson Act Contract.[9] Therefore, no impact would occur.

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. The project site is currently zoned for residential development (R-6000), which the proposed project would facilitate. Additionally, no properties within the City of Perris are zoned for forest land or timberland. Therefore, no impact would occur.

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

No impact. No properties within the City of Perris contain forest land or forestry uses. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No impact. As described above, the California Department of Conservation Farmland Mapping and Monitoring Program for the City designates the project site as Farmland of Local Importance and Urban and Built-Up Land. The proposed uses are consistent with the underlying General Plan and zoning designations as expressed in the General Plan. The area surrounding the project site is also

[8] California Department of Conservation. California Important Farmland Finder. Website: https://www.arcgis.com/home/item.html?id=8ab78d6c403b402786cc231941d1b929. Accessed January 10, 2024.
[9] California Department of Conservation. 2022. California Willamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed February 18, 2024.

designated either Farmland of Local Importance and Urban and Built-Up Land. Additionally, the area is surrounded by urban uses, mainly commercial and residential. No properties within the immediate area of the project site are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, no impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.3 Air Quality *Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
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 nonattainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report prepared by FirstCarbon Solutions on April 26, 2024. The Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report, summarized below, can be found in Appendix A.

Setting

The proposed project site is located within the City of Perris, in Riverside County, which is within the South Coast Air Basin. The South Coast Air Basin includes all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the South Coast Air Basin on the north and east while the Pacific Ocean lies to the west of the South Coast Air Basin. The southern limit of the South Coast Air Basin is the San Diego County line. The South Coast Air Basin is under the jurisdiction of South Coast Air Quality Management District (AQMD).[10]

[10] South Coast Air Quality Management District. 2022. Air Quality Management Plan. Website: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed February 21, 2024.

The air pollutants for which national and State standards have been promulgated and that are most relevant to air quality planning and regulation in the South Coast Air Basin include ozone, nitrogen oxides (NO_X), carbon monoxide (CO),and particulate matter, including dust, 10 micrometers or less in diameter (PM_{10}) 2.5 micrometers or less in diameter ($PM_{2.5}$). In addition, toxic air contaminants are of concern in the South Coast Air Basin. Each of these pollutants is briefly described below. Other pollutants that are regulated but not considered an issue in the project area are sulfur dioxide, vinyl chloride, sulfates, hydrogen sulfide, and lead; the proposed project would not emit substantial quantities of those pollutants, so they are not discussed further in this section.

Construction and operation of the proposed project would be subject to applicable South Coast AQMD rules and requirements. The South Coast AQMD CEQA Air Quality Handbook was developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality.[11]

Would the project:

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

Less than significant impact. A potentially significant impact to air quality would occur if the proposed project would conflict with or obstruct implementation of the applicable air quality plan. The proposed project is located within the jurisdiction of the South Coast AQMD. The South Coast AQMD is responsible for preparing air quality attainment plans to be transmitted to the California Air Resources Board (ARB) and the EPA for incorporation into the State Implementation Plan. South Coast AQMD has designated this area as extreme nonattainment for ozone and serious nonattainment for $PM_{2.5}$.[12] To evaluate whether a project conflicts with or obstructs implementation of the applicable air quality plan (2022 Air Quality Management Plan [AQMP] for the South Coast Air Basin), the South Coast AQMD CEQA Air Quality Handbook states that there are two key indicators. These indicators are identified by the criteria discussed below.

- **Indicator:** Whether 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 timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- **Indicator:** According to Chapter 12 of the South Coast AQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency findings is to determine whether a proposed project is inconsistent with the growth assumptions incorporated into the air quality plan and, thus, whether it would interfere with the region's ability to comply with federal and California air quality standards.

The development of emission burdens used in AQMPs to demonstrate compliance with ambient air quality standards is based, in part, on land use patterns contained within local general plans.

[11] South Coast Air Quality Management District. 1993. CEQA Air Quality Handbook. Available at the South Coast AQMD, 21865 Copley Drive, Diamond Bar, CA 91765.

[12] South Coast Air Quality Management District. Air Quality Management Plan. Website: http://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan. Accessed April 22, 2024.

Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and the general plan was adopted prior to the applicable AQMP, then the growth of Vehicle Miles Traveled (VMT) and/or population generated by said project would be consistent with growth in VMT and population assumed within the AQMP.

The project site has a both a General Plan Land Use and zoning designation of R-6,000–Residential 6,000 which allow for a density between 4–7 dwelling units per acre.[13] The proposed project would require a Planned Development Overlay, as well as a General Plan Amendment and Zone Change to MFR-14–Multi-Family Residential 14 which allow a maximum density of 14 dwelling units per acre. The project site is currently undeveloped. Therefore, the proposed project's VMT and sources of air pollutants would have been analyzed in the 2022 AQMP under a lower density than the proposed project. As such, further analysis is required to determine whether the proposed project would conflict with or obstruct implementation of the applicable air quality plan.

Considering the recommended criteria in the South Coast AQMD's CEQA Air Quality Handbook, this analysis uses the following criteria to address this potential impact:

- **Criterion 1:** Proposed project's contribution to air quality violations; and
- **Criterion 2:** Compliance with applicable emission control measures in the AQMPs.

Criterion 1: Project's Contribution to Air Quality Violations

According to the South Coast AQMD, the project is consistent with the AQMP if the project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.[14]

If a project's emissions do not exceed the South Coast AQMD regional thresholds for volatile organic compounds (VOC), NO_X, CO, sulfur oxides (SO_X), PM_{10}, or $PM_{2.5}$, it follows that the project's emissions would not exceed the allowable limit for each project in order for the region to attain and maintain ambient air quality standards, which is the primary goal of air quality plans. As shown in the evaluation of topic AIR (b) below, the proposed project would not exceed the South Coast AQMD's regional thresholds of significance during either construction or operation. Therefore, the proposed project would be consistent with the AQMP under this criterion.

Criterion 2: Control Measures

The AQMP contains several control measures which are enforceable requirements through the adoption of rules and regulations. The proposed project would comply with all applicable South Coast AQMD rules and regulations. Because of the nature of the proposed project, which includes earthmoving activity during construction, South Coast AQMD Rule 403 applies. Rule 403 requires that fugitive dust be controlled with Best Available Control Measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition,

[13] City of Perris. 2023. City of Perris Map Viewer. Website: https://experience.arcgis.com/experience/63da7b7d741c4a7f8851b035e85e18d5?data_id=dataSource_1-18628b54f89-layer-13%3A225924. Accessed April 22, 2024.

[14] South Coast Air Quality Management District. 1993. CEQA Handbook. Available at the South Coast AQMD, 21865 Copley Drive, Diamond Bar, CA 91765.

South Coast AQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Compliance with this rule is achieved through the application of standard Best Management Practices (BMPs). These BMPs include application of water or chemical stabilizers to disturbed soils; covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. The proposed project's compliance with all applicable South Coast AQMD rules and regulations would result in consistency with the applicable AQMP control measures.

Summary

In summary, the proposed project would not result in a regional exceedance of criteria air pollutants and would comply with all applicable South Coast AQMD rules and regulations. As such, the proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Furthermore, the proposed project would not interfere with the region's ability to comply with federal and California air quality standards. Therefore, this impact would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact. This impact is related to the cumulative effect of a project's criteria pollutant emissions. By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants results from past and present development within the South Coast Air Basin, and this regional impact is a cumulative impact. Therefore, new development projects (such as the proposed project) within the South Coast Air Basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when evaluated in combination with past, present, and future development projects.

Potential regional impacts could result in exceedances of State or federal standards for NO_X, particulate matter (PM_{10} and $PM_{2.5}$), or CO. NO_X emissions are of concern because of potential health impacts from exposure to NO_X emissions during both construction and operation and as a precursor in the formation of airborne ozone. PM_{10} and $PM_{2.5}$ are of concern during construction because of the potential to emit exhaust emissions from the operation of off-road construction equipment and fugitive dust during earth-disturbing activities (construction fugitive dust). CO emissions are of concern during project operation because operational CO hotspots are related to increases in on-road vehicle congestion and resulting health effects.

VOC emissions are also important because of their participation in the formation of ground level ozone. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity.

This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the State CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed the South Coast AQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the South Coast AQMD significance thresholds would be considered consistent with regional air quality planning efforts and would not generate cumulatively considerable emissions.

The proposed project's regional construction and operational emissions, Include both on- and off-site emissions, are evaluated separately below. Construction and operational emissions from the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1. The complete CalEEMod output files are included as part of Appendix A.

Construction Emissions

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the proposed project would result in the temporary generation of VOC, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions from construction activities such as site preparation, grading, building construction (home construction), architectural coating, and paving. Fugitive dust emissions are primarily associated with earth disturbance and grading activities and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related NO_X emissions are primarily generated by exhaust emissions from heavy-duty construction equipment, material and haul trucks, and construction worker vehicles. VOC emissions are mainly generated by exhaust emissions from construction vehicles, off-gas emissions associated with architectural coatings, and asphalt paving.

For the purpose of this analysis, construction of the proposed project was estimated to begin in April 2025 and conclude in October 2027 and was modeled based on based on an applicant-provided preliminary schedule; see Appendix A. Note that construction emissions would likely decrease if the construction schedule were deferred to later years because of improvements in technology and more stringent regulatory requirements. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as the State CEQA Guidelines require.

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower and load factors of the equipment, and the duration of equipment use. Table 1 presents the proposed project's maximum daily construction emissions during the entire construction duration using the worst-case summer or winter daily construction-related criteria pollutant emissions for each phase of construction. The PM_{10} and $PM_{2.5}$ emissions reflect the

combined exhaust and fugitive dust emissions assuming implementation of best available dust control measures required by South Coast AQMD Rule 403. Complete CalEEMod output files are included as part of Appendix A.

Table 1: Unmitigated Construction–Maximum Daily Regional Emissions by Construction Year

Construction Year	Regional Pollutant Emissions (pounds per day)					
	VOCs	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Maximum Daily from Project Construction (2025)	3.84	33.69	35.04	0.07	9.07	3.16
Maximum Daily from Project Construction (2026)	1.52	11.35	20.56	0.03	1.98	0.75
Maximum Daily from Project Construction (2027)	10.30	15.21	27.01	0.04	2.35	0.87
Maximum Daily Emissions						
Maximum Daily Emissions[1]	**10.30**	**33.69**	**35.04**	**0.07**	**9.07**	**3.16**
South Coast AQMD Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
AQMD = Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds
[1] Assumes overlap of construction activities based on schedule presented in Appendix A.
The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with South Coast AQMD Rule 403 and incorporated into the project assumptions.
Source of Emissions: Appendix A.

As shown above in Table 1, the proposed project's construction emissions would not exceed the applicable significance threshold for any of the pollutants. Therefore, the proposed project would have a less than significant impact related to regional air quality during project construction.

Operational Emissions

Long-term operational emissions would be generated, resulting from daily operations at the proposed condominiums. Operational emissions for residential land use development projects are typically distinguished as mobile-, area-, and energy-source emissions. Mobile source emissions are those associated with automobiles that would travel to and from the project site. Assumptions used to estimate mobile source emissions that would be generated by the proposed project were consistent with those presented in the project-specific Traffic Impact Analysis. The proposed project

was estimated to generate 1,015 average daily vehicle trips.[15] Area-source emissions are those associated with natural gas combustion for space and water heating, landscape maintenance activities, and periodic architectural coatings. Energy-source emissions are those associated with electricity consumption and are more pertinent for greenhouse gas (GHG) emissions than air quality pollutants. Table 2 presents the proposed project's estimated maximum daily operational emissions.

Table 2: Maximum Daily Operational Regional Pollutants

Operational Activity	Regional Pollutant Emissions (pounds per day)[1]					
	VOC	NO_X	CO	SO_X	PM_{10} (Total)	$PM_{2.5}$ (Total)
Area	6.48	1.99	8.88	0.01	0.16	0.16
Energy[1]	0.04	0.74	0.32	< 0.01	0.06	0.06
Mobile (Automobiles)	3.90	3.21	27.12	0.06	5.60	1.45
Overall Maximum Daily[2]	**10.42**	**5.94**	**36.32**	**0.07**	**5.82**	**1.67**
Season	Summer	Winter	Summer	Summer	Summer	Summer
South Coast AQMD Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
AQMD = Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds
1 Because CalEEMod does not increase electricity consumption when natural gas is zeroed out, the default natural gas assumptions were retained in the modeling to present a conservative estimate of emissions. The proposed project would be built all-electric (i.e., no natural gas), with the exception of the pool and pool building.
2 Emissions shown represent the maximum daily emissions from summer and winter seasons for each operational emission source and pollutant. Therefore, total daily operational emissions represent the maximum daily emissions that could occur throughout the year.
Source of Table: Appendix A.

As shown in Table 2, the proposed project's regional daily operational emissions would not exceed any of the South Coast AQMD thresholds of significance. Therefore, the proposed project would have a less than significant impact related to regional air quality during project operation.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact after incorporation of mitigation. This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution, including children, the elderly, and persons with pre-existing respiratory or

[15] TJW Engineering, Inc. 2024. Acacia Pointe Traffic Impact Analysis – City of Perris, California. March 1.

cardiovascular illness. For purposes of CEQA, the South Coast AQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities.[16] Commercial and industrial facilities are not included in the definition because employees do not typically remain on-site for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide [NO_2] and CO), commercial and/or industrial facilities would be considered sensitive receptors. For the proposed project, the closest off-site sensitive receptor is a single-family residence south of the project site, located within approximately 20 feet from the project boundary.

To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** Localized significance threshold (LST) assessment: emissions and air quality impacts during project construction or operation must be below the applicable LSTs to screen out of needing to provide a more detailed air quality analysis. If the proposed project exceeds any applicable LST when the mass rate lookup tables are used as a screening analysis, then project-specific air quality modeling may be performed to determine significance.
- **Criterion 2:** A CO hotspot assessment must demonstrate that the proposed project would not result in the development of a CO hotspot that would result in an exceedance of the CO ambient air quality standards.
- **Criterion 3:** Toxic air contaminant analysis must demonstrate that toxic air contaminant emissions from construction and operations of the proposed project would not result in significant health risk impacts to nearby sensitive receptors.

Criterion 1: Localized Significance Threshold Analysis—Criteria Pollutants

The localized construction and operational analyses use thresholds (i.e., LSTs) that represent maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard.[17] If the proposed project's construction or operational emissions are under those thresholds, it follows that the proposed project would not cause or contribute to an exceedance of the standard and would not expose sensitive receptors to substantial pollutant concentrations.

Localized Construction Analysis

The LST Methodology only applies to on-site emissions and states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only on-site emissions were compared with the applicable LSTs.

Utilizing the construction equipment list and associated acreages per 8-hour day provided in the South Coast AQMD "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds," the

[16] South Coast Air Quality Management District. 2003, Revised 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed April 22, 2024.

[17] South Coast Air Quality Management District. 2003, Revised 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed April 22, 2024.

maximum number of acres disturbed in a day would be 3 acres during the combined site preparation and grading phase. To ensure a conservative analysis, the proposed project emissions have been compared to the 2 acre per day LST. A complete list of construction equipment, as well as the calculation sheet to determine the maximum area disturbed are included in Appendix A.

Table 3 presents the proposed project's maximum daily on-site emissions compared with the applicable LSTs. As previously noted, the closest sensitive receptor is within approximately 20 feet from the project site, which is approximately 6.1 meters.[18] Receptors 25 meters or less use the 25-meter LSTs. The LSTs for the project site were obtained from the LST Methodology for a 2-acre project site located in Source Receptor Area 24 where sensitive receptors are within 25 meters away. As noted in Table 3, emission estimates account for implementation of South Coast AQMD Rule 403, and the construction vehicle trip lengths were adjusted to 0.5 mile to represent localized emissions.

Table 3: Construction Localized Significance Screening Analysis

Activity	On-site Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily from Project Construction (2025)	33.56	33.02	6.84	2.88
Maximum Daily from Project Construction (2026)	10.22	14.16	0.42	0.36
Maximum Daily from Project Construction (2027)	13.98	19.92	0.49	0.41
Maximum Daily On-site Construction Emissions[1]	**33.56**	**33.02**	**6.84**	**2.88**
Year	2025	2025	2025	2025
Season	Summer	Summer	Summer	Summer
Construction Localized Significance Threshold (Source Receptor Area 24, 2 acres disturbed, 25 meters)	**170**	**883**	**7**	**4**
Exceed Threshold?	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
[1] Assumes overlap of construction activities based on construction schedule shown in Appendix A.
The PM_{10} and $PM_{2.5}$ emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with South Coast AQMD Rule 403 and incorporated into the project assumptions.
Source of emissions: Appendix A.
Source of thresholds: South Coast Air Quality Management District Mass Rate LST Look-up Table for Source Receptor Area 24, 2 acres disturbed, within nearest sensitive receptor within 25 meters from the project site.

[18] South Coast Air Quality Management District. 2003, Revised 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf. Accessed April 22, 2024.

As shown in Table 3, the proposed project's maximum daily on-site emissions would not exceed the applicable South Coast AQMD LSTs for NO_X, CO, PM_{10} or $PM_{2.5}$; therefore, localized construction impacts related to these air pollutants would be less than significant.

Localized Operational Analysis

Similar to the construction LST analysis above, the applicable operational LSTs were obtained for a project located in Source Receptor Area 24 with the nearest sensitive receptor being within 25 meters. Long-term operations would occur for the proposed project on the approximately 11.62-acre project site, and LSTs were obtained for a 5-acre site (the largest option).

As described above, the LST Methodology recommends that only on-site emissions are evaluated using LSTs. Because most of the proposed project's mobile source emissions would occur on the local and regional roadway network away from the project site, a trip length of 0.5 mile was used in the modeling input assumptions to account for on-site emissions and from mobile sources. The 0.5 mile on-site trip length is a conservative estimate that takes into account the maximum project site distance a vehicle could travel, not the most likely or fastest route, to ensure all potential impacts are considered. On-site area-, energy-, and mobile source emissions were included in this analysis. Table 4 presents the project's maximum daily on-site emissions compared with the appropriate LSTs.

Table 4: Operational Localized Screening Significance Analysis

Emissions Source	Pounds per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area	2.07	8.88	0.16	0.16
Energy[1]	0.74	0.32	0.06	0.06
Mobile (Automobiles)	0.98	6.93	0.37	0.10
Maximum Daily On-site Operational Emissions	**3.79**	**16.13**	**0.59**	**0.32**
Localized Significance Thresholds (Source Receptor Area 24, 5-acre site, 25 meters)	**270**	**1,577**	**4**	**2**
Exceeds Screening Threshold?	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
The highest daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ were in the summer season.
[1] Because CalEEMod does not increase electricity consumption when natural gas is zeroed out, the default natural gas assumptions were retained in the modeling to present a conservative estimate of emissions. The proposed project would be built all-electric (i.e., no natural gas), with the exception of the pool and pool building.
Source of Emissions: Appendix A.
Source of thresholds: South Coast AQMD Mass Rate Lookup Tables for a 5-acre site in Source Receptor Area 24 for sensitive receptors located within 25 meters of the project site.

As shown in Table 4, the proposed project's maximum daily on-site operational emissions would not exceed any applicable South Coast AQMD LSTs. Therefore, the proposed project's operational

activities would not cause or contribute substantially to an existing or future ambient air quality standard violation. Accordingly, the proposed project's operational criteria air pollutant and ozone precursor concentrations would not expose sensitive receptors to substantial pollutant concentrations. The impact would be less than significant.

Criterion 2: Carbon Monoxide Hotspot Analysis

A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Accordingly, vehicle emissions standards have become increasingly more stringent to help remedy this impact.

The CO hotspot analysis contained in the South Coast AQMD 1992 CO Plan is used to determine potential CO hotspot impacts from the proposed project, because by using the 1992 CO Plan as a worst-case scenario, the proposed project can measure CO impacts against intersections that experienced significantly more vehicle traffic than adjacent to the proposed project. The 1992 CO Plan is used as a worst-case scenario because it included a CO hot spot analysis for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. Subsequently, the CO Plan determined that no CO hotspot would occur even with 100,000 vehicles per day at this one intersection.

As identified in the project-specific Traffic Impact Analysis, the proposed residential project would generate up to 68 trips in the AM peak-hour and 80 trips in the PM peak-hour. Furthermore, the Traffic Impact Analysis determined that the proposed project would generate approximately 1,015 daily vehicle trips and would not result in traffic volumes exceeding 100,000 vehicles per day at any of the intersections evaluated near the project site.[19] Additionally, project-generated trips would be distributed throughout the day and would not impact local roadways at one time, further reducing the potential impacts to CO. As a result, none of the intersections near the proposed project site would have peak-hour traffic volumes exceeding those at the intersections analyzed in the 1992 CO Plan. Additionally, the adjacent roadways are not located in an area where vertical or horizontal atmospheric mixing is substantially limited, such as a tunnel or overpass. Furthermore, there are no factors unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Therefore, the operational CO impact would be less than significant.

Criterion 3: Project-Specific Operational Toxic Air Pollutants

An assessment was made of the potential health impacts on surrounding sensitive receptors resulting from toxic air contaminant emissions during construction.

[19] TJW Engineering, Inc. 2024. Acacia Pointe Traffic Impact Analysis – City of Perris, California. March 1.

The South Coast AQMD has defined health risk significance thresholds. These thresholds are represented as a cancer risk to the public and a non-cancer hazard from exposures to toxic air contaminants. Cancer risk represents the probability (in terms of risk per million individuals) that an individual would contract cancer resulting from exposure to toxic air contaminants continuously over a period of several years. The principal toxic air contaminant emission analyzed in this assessment was diesel particulate matter from operation of off-road equipment and diesel-powered delivery and worker vehicles during construction. Diesel particulate matter has been identified by the ARB as a carcinogenic substance. For purposes of this analysis, diesel particulate matter is represented as exhaust emissions of PM_{10}. The California Office of Environmental Health Hazard Assessment has developed guidance for estimating cancer risks that considers the increased sensitivity of infants and adults to toxic air contaminant emissions, different breathing rates, and time spent at home. This guidance was applied in estimating cancer risks from the construction and operation of the proposed project. To assess impacts to off-site sensitive receptors, the American Meteorological Society/EPA Regulatory Model (AERMOD) air dispersion model was used to estimate the concentrations from PM_{10} and $PM_{2.5}$ exhaust at nearby sensitive receptors within 1,000 feet of the project site. The Hotspots Analysis and Reporting Program (HARP2) software was used to identify the cancer risks associated with diesel particulate matter generated during construction activities.

Toxic Air Contaminant Construction Analysis

Major sources of diesel particulate matter during construction include off-road construction equipment and heavy-duty delivery truck activities. The results of the health risk assessment prepared for project construction for cancer risk and long-term chronic cancer risk are summarized below. Detailed parameters, a description of methodology, and complete calculations are contained in Appendix A.

The estimated health and hazard impacts at the Maximally Exposed Individual Receptor from the proposed project's construction emissions, prior to incorporation of mitigation, are provided in Table 5.

Table 5: Estimated Health Risks and Hazards During Project Construction (Unmitigated)

Source	Cancer Risk (risk per million)	Chronic Non-Cancer HI
Maximally Exposed Individual Receptor[1]	26.05	0.014
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**Yes**	**No**

Notes:
HI = hazard index
[1] The location of the construction Maximally Exposed Individual Receptor was determined to be at an existing residence directly south of the project site, at 33.798313°, -117.212757°.
Source: Appendix A.

As noted in Table 5, above, the proposed project's construction emissions would exceed the cancer risk significance threshold without the use of cleaner than average construction equipment.

Accordingly, mitigation measure MM AIR-1 is recommended, which would require the use of Tier 4 engines for all construction equipment equal to or greater than 50 horsepower.

As noted in Table 6, below, the proposed project's construction emissions would not exceed any applicable South Coast AQMD significance threshold for health risk impacts after incorporation of mitigation measure MM AIR-1. Therefore, project construction would not result in significant health impacts to nearby sensitive receptors after incorporation of mitigation.

Table 6: Estimated Health Risks and Hazards During Project Construction (Mitigated)

Source	Cancer Risk (risk per million)	Chronic Non-Cancer HI
Maximally Exposed Individual Receptor[1]	8.13	0.005
Significance Threshold	**10**	**1**
Exceeds Individual Source Threshold?	**No**	**No**

Notes:
HI = hazard index
[1] The location of the construction Maximally Exposed Individual Receptor was determined to be at an existing residence directly south of the project site, at 33.798313°, -117.212757°.
Source: Appendix A.

Criterion 3: Project-Specific Operational Toxic Air Pollutants

The proposed project is a residential project and would not have stationary sources or on-site sources of toxic air contaminants during operation. Traffic generated by the residential project would consist of mostly light-duty gasoline-powered vehicles, which are not a significant source of toxic air contaminant and air pollutant emissions. Thus, the proposed project would not generate a significant amount of diesel particulate matter or other toxic air contaminant emissions during operation and would not result in significant health impacts to nearby sensitive receptors during operation.

Cumulative Toxic Air Contaminant Analysis

As previously discussed, projects that exceed project-specific significance thresholds are considered cumulatively considerable by the South Coast AQMD. Conversely, projects that do not exceed project-specific thresholds are generally not considered cumulatively significant. As discussed in Criteria 1 through 3 above, the proposed project would not expose sensitive receptors to substantial pollutant concentrations. Since the proposed project would not exceed project-specific thresholds it would not be considered to result in cumulatively significant impacts.

The Proposed Project as a Receptor

The proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of toxic air contaminants at the project site. However, as demonstrated above, the proposed project would comply with all existing regulations and would not exacerbate environmental hazards or conditions that already exist. Accordingly, no further analysis is required. The California Supreme Court concluded in *California Building Industry Association v. BAAQMD* that CEQA generally does not

require an analysis of the impact of existing environmental conditions on a project's future users or residents.

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

Less than significant impact. Two situations create a potential for odor impact. The first occurs when a new odor source is located near an existing sensitive receptor. The second occurs when a new sensitive receptor locates near an existing source of odor.

Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The South Coast AQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District does have a screening distance for odor sources. These screening distances by type of odor generator are listed below in Table 7.

Table 7: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigating Air Quality Impacts. March 19. Website: https://valleyair.org/transportation/GAMAQI.pdf. Accessed April 22, 2024.	

Construction-Related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel PM exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques and the odors would be typical of most construction sites for a typical residential subdivision. As such, the proposed project would not cause odors that adversely affect a substantial number of people during the construction-period; potential impacts during construction would be less than significant.

Operational-Related Odors

The proposed project includes the construction and development of 141 townhome style condominiums and associated amenities, landscaping, paving, and off-site improvements. Operations of the proposed project could lead to odors from associated vehicle exhaust and outdoor cooking. However, such odors generated by project operation would be small in quantity and duration and would not pose an objectionable odor impact to nearby receptors. Land uses that are typically identified as sources of objectionable odors include landfills, transfer stations, sewage treatment plants, composting facilities, feedlots, coffee roasters, asphalt batch plants, and rendering plants. The proposed residential project would not produce any offensive odor emitting end uses such as coffee roasting, composting, feed lots, refining, sewage treatment, or solid waste management and would not be considered an odor generator as identified in Table 7.

Summary

The proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people from construction or operations. Therefore, approval of the proposed project would not result in any significant effects relating to other emissions (such as odors), and potential impacts would be less than significant.

Mitigation Measures

MM AIR-1 All off-road equipment equal to or greater than 50 horsepower shall meet either United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards during all construction activities. The project applicant shall submit a Construction Management Plan to the City of Perris prior to issuance of any grading and building permits. The Construction Management Plan shall demonstrate that the off-road equipment used on-site to construct the proposed project would comply with Tier 4 off-road emission standards. Off-road equipment descriptions and information included in the Construction Management Plan may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States 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, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of 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?	☐	☒	☐	☐

Environmental Evaluation

The analysis in this section is based, in part, on the Biological Resources Assessment and Western Riverside Multiple Species Habitat Conservation Plan Consistency Analysis prepared by FirstCarbon Solutions on April 26, 2024. The Biological Resources Assessment and Western Riverside Multiple Species Habitat Conservation Plan Consistency Analysis, summarized below, can be found in Appendix B.

The project site is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The final MSHCP was approved by the Riverside County Board

of Supervisors on June 17, 2003. The federal and state permits were issued on June 22, 2004, and implementation of the MSHCP began on June 23, 2004.

Methods

The Biological Resources Assessment and Western Riverside MSHCP Consistency Analysis included a review of existing environmental documentation for the project site and vicinity, including literature pertaining to the habitat requirements of special-status species with the potential to occur in the project vicinity; and federal register listings, protocols, and species data provided by the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). FirstCarbon Solutions also reviewed topographic maps, aerial photographs and published soil surveys, and queried special-status species databases, including the USFWS Information for Planning and Consultation database[20], the California Natural Diversity Database,[21] and the California Native Plant Society Electronic Inventory of Rare and Endangered Vascular Plants of California.[22] To support the MSHCP consistency analysis, FirstCarbon Solutions accessed the Western Riverside County Regional Conservation Authority MSHCP Information Map.[23]

The Biological Resources Assessment and Western Riverside MSHCP Consistency Analysis included a visit to the project site on March 11, 2024, to ascertain general site conditions and identify whether existing vegetation communities provide suitable habitat for special-status plant or wildlife species. Additional assessments, including four focused burrowing owl surveys and rare plant habitat assessment surveys of the site, were conducted on March 14, 2024; March 15, 2024; and March 27, 2024.

Results

FirstCarbon Solutions conducted a general biological survey of the project site on March 11, 2024, between approximately 10:00 a.m. to 11:30 p.m. Weather conditions during the field survey were sunny, with an average temperature around 51–54°F (degrees Fahrenheit) and wind speeds between 0 and 2 miles per hour (mph). FirstCarbon Solutions conducted two focused burrowing owl and rare plant surveys (one dawn survey and one dusk survey) of the site on March 14, 2024, between 7:30 a.m. to 7:30 p.m. Weather conditions during this field survey were sunny with an average temperature around 47–62°F and wind speeds between 14 and 42 mph. FirstCarbon Solutions conducted an additional focused burrowing owl and rare plant survey on March 15, 2024, between 7:30 a.m. to 9:30 a.m. Weather conditions during this field survey were sunny with an average temperature around 43–60°F and wind speeds between 3 and 10 mph. Lastly, FirstCarbon Solutions conducted the final burrowing owl and rare plant survey on March 27, 2024, between 6:30 p.m. to

[20] United States Fish and Wildlife Service (USFWS). 2024. Information for Planning and Consultation. Website: https://ecos.fws.gov/ipac/. Accessed March 22, 2024.

[21] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed March 22, 2024.

[22] California Native Plant Society. 2024. California Native Plant Society Rare Plant Inventory. Website: http://www.rareplants.cnps.org/. Accessed March 22, 2024.

[23] Western Riverside County Regional Conservation Authority. Western Riverside County Regional Conservation Authority MSHCP Information Map. Website: https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd. Accessed March 22, 2024.

8:30 p.m. Weather conditions during this field survey were sunny with an average temperature around 44–61°F and wind speeds between 6 and 11 mph.

Environmental Setting

The project site is situated on undeveloped non-native grasslands and is surrounded by residential development in the City of Perris. Perris is within the San Jacinto Basin, a broad area of valleys and hills bounded by the San Jacinto Mountains and San Gorgonio Badlands on the northeast; the Box Springs Mountains on the north; and the Santa Ana Mountains on the southwest. Perris Valley, within which the City of Perris is situated, is characteristically flat. The project site is generally flat; elevation ranges between approximately 1,425 feet (434 meters) above mean sea level to approximately 1,430 feet (436 meters).

The project site consists predominantly of undeveloped, non-native grasslands. At the time of the surveys, the vegetation was in a low to medium growth state and no recent surface disturbances had occurred. Residential developments are located adjacent to the project on its western, southern, and eastern borders. Commercial and residential development is located north of the project site. Portions of the off-site improvement areas exhibited surface disturbances that were bare or supported ruderal, weedy vegetation.

Database Reviews

There are no sensitive natural communities within or adjacent to the project site. A total of 49 special-status plant species have been recorded within 10 miles of the project site or within the nine-quadrangle search area. Because of the conditions within and adjacent to the project site, most special-status plant species that occur in the region were assessed as having no potential for occurrence. Two special-status and MSHCP Criteria Area species, smooth tarplant (*Centromadia pungens ssp. laevis*) and round-leaved filaree (*California macrophylla*), were assessed as having low potential to occur.

Forty-five special-status wildlife species were identified as occurring within 10 miles of the project site as recorded in the California Natural Diversity Database and an additional two species were identified in the USFWS Information for Planning and Consultation review. Most species with records in the project vicinity were assessed as having no or low potential to occur because the project site is outside of the known distributional range of the species or because the project site does not support suitable habitat. Burrowing owl (*Athene cunicularia*), an MSHCP Covered Species, was assessed as having low potential to occur on the project site, which is located within a burrowing owl survey area.

MSHCP Consistency Analysis

The project site is located within the MSHCP plan area but is not “within or adjacent to” a Criteria Cell or Conservation Area or within any Linkage. Because of its location outside of any Criteria Cells or Cell Groups, the project site is not subject to Reserve Assembly Analysis requirements under the MSHCP. Because the project site is not within or adjacent to any MSHCP Conservation Areas, the proposed project is not subject to guidelines pertaining to the wildland-urban interface or other

requirements under the MSHCP pertaining to projects or actions implemented within or adjacent to a Conservation Area.

The project site is located in a burrowing owl covered species survey area, Narrow Endemic Plants Survey Area for San Diego ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis, and Criteria Area Species Survey Area for San Jacinto Valley crownscale, Parish's brittlescale, Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail, and mud nama, and is therefore subject to MSHCP survey requirements for these species.

There is no riparian/riverine habitat within the project site or within 500 feet of the project boundaries, and the proposed project is therefore not subject to riparian/riverine requirements under the MSHCP, including surveys for riparian/riverine bird species.

There are no vernal pools or features indicative of the historic presence of vernal pools within the project site or within 500 feet.

Would the project:

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

Less than significant impact with mitigation incorporated. The project site and adjacent lands contain marginally suitable habitat that provide a low potential for the occurrence of smooth tarplant, round-leaved-filaree, and burrowing owl.

For smooth tarplant, marginally suitable habitat is present in the non-native grasslands on the project site due to this species' ability to occur in disturbed locations. Smooth tarplant was not observed on-site during the rare plant surveys.

For round-leaved filaree, marginally suitable habitat is present in the non-native grasslands on the project site. Round-leaved filaree was not observed on-site during the rare plant surveys.

For burrowing owl, marginally suitable burrowing and nesting habitat for this species is present on the project site within non-native grasslands supporting California ground squirrel burrows. Burrowing owl habitat mapping and four focused breeding season surveys were conducted in March 2024. No burrowing owl or sign was observed on or adjacent to the site. Limited take of this species is covered under the MSHCP under certain conditions; however, their nesting burrows are protected by the Migratory Bird Treaty Act and California Fish and Game Code pertaining to native nesting avian species. Ground-disturbing construction activities conducted at the project site could impact any burrowing owl(s) occupying the site during the breeding season (March 1 through August 31), which would be considered a potentially significant impact. With the implementation of mitigation measure MM BIO-1, which requires a pre-construction survey consistent with MSHCP requirements,

as well as mitigation if required, potential impacts to burrowing owl would be reduced to less than significant levels.

The project site and adjacent areas contain vegetation and other potential nesting platforms that could provide suitable nesting habitat for bird species protected under the Migratory Bird Treaty Act and the Fish and Game Code. These species include Cooper's hawk, burrowing owl, ferruginous hawk, white-tailed kite, and other native avian species. If ground-disturbing or vegetation-removing construction activities are initiated during the nesting season, they could disturb nesting and breeding birds on the ground surface, in trees and shrubs, and on structures on and adjacent to the project site, which would be considered significant. Potential construction-related project impacts on special-status and migratory birds include destruction of eggs or occupied nests, mortality of young, and causing parental abandonment of nests with eggs or pre-fledged young birds. With the implementation of mitigation measure MM BIO-2, which requires a pre-construction survey and avoidance of active nests, potential impacts to nesting Cooper's hawk, burrowing owl, ferruginous hawk, white-tailed kite, and other native and migratory birds would be reduced to a less than significant level.

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

No impact. No riparian or other sensitive natural communities were recorded on or adjacent to the project site; therefore, the proposed project would have no impact on any riparian habitat or other sensitive natural community.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No impact. There were no waters or wetland features detected on the project site that would be considered potentially jurisdictional by the United States Army Corps of Engineers, nor any features that would be considered potentially jurisdictional by State regulatory agencies, including the Santa Ana Regional Water Quality Control Board (RWQCB) and CDFW. There are no vernal pools or features indicative of the historic presence of vernal pools on the project site or within 500 feet. Because there are no wetlands or vernal pools on or adjacent to the project site, the proposed project would have no impact related to effects on State or federally protected wetlands or vernal pools.

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 wildlife nursery sites?

Less than significant impact with mitigation incorporated. The majority of the project site consists of non-native grasslands, and it is mostly surrounded by urbanized areas and roads to the west and north that limit wildlife movement through the project site. The project site itself does not serve as a wildlife movement corridor. Native avian species may occupy residential sites, including trees located adjacent to the site. The proposed project would be required to comply with the Migratory Bird

Treaty Act and Section 3503 of the California Fish and Game Code, which regulates vegetation removal during nesting season. With the implementation of mitigation measure MM BIO-2, which requires pre-construction surveys and avoidance of active nests, potential impacts to native avian species would be reduced to a less than significant level.

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

No impact. Perris Municipal Code Chapter 19.71 extends tree protection generally to all public trees and some private trees that contribute to the City's urban canopy cover and do not fall into the category of hazardous or nuisance trees. No protected trees would be removed by this project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No Impact would occur.

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?

Less than significant impact with mitigation incorporated. The project site lies within the boundaries of the MSHCP, a Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the Endangered Species Act and a Natural Communities Conservation Plan pursuant to Fish and Game Code Section 2081.1.

Implementation of mitigation measures MM BIO-1 and MM BIO-2, which are consistent with MSHCP requirements, would reduce impacts to burrowing owls and nesting birds. Further, as with most projects within the MSHCP plan area, an MSHCP Consistency Analysis is required to evaluate project consistency with the goals and requirements of the MSHCP. The Biological Resources Assessment and Western Riverside Multiple Species Habitat Conservation Plan Consistency Analysis prepared for the proposed project satisfies that requirement and outlines additional MSHCP requirements that must be met prior to project implementation. The report concluded that the proposed project is unlikely to result in significant impacts on any MSHCP-protected species or habitats with the implementation of project-specific mitigation measure MM BIO-3, which requires implementation of MSHCP BMPs.

Additionally, because the project site is located within the MSHCP Burrowing Owl Survey Area, Narrow Endemic Plants Survey Area, and Criteria Area Species Survey Area, it is subject to survey requirements for burrowing owl and rare plants. These survey requirements were satisfied by four focused burrowing owl surveys and rare plant surveys carried out in March 2024. Therefore, with implementation of mitigation measures MM BIO-1 through MM BIO-3, potential impacts would be less than significant.

Mitigation Measures

MM BIO-1 Burrowing Owl Pre-construction Survey

The project applicant shall retain a qualified biologist to conduct a pre-construction burrowing owl survey to determine whether burrowing owls are present on-site no

more than 30 days prior to commencement of initial ground-disturbing activities at the project site, according to the California Department of Fish and Wildlife (CDFW) guidelines and Multiple Species Habitat Conservation Plan (MSHCP) protocol. The survey shall include the project site, off-site improvement area, and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. If ground-disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.

If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If active nests are identified during the pre-construction survey, the project biologist shall send written notification to the City of Perris Planning Division and the CDFW within three days of detection of burrowing owl(s). If owl presence is difficult to determine, the biologist shall monitor the burrow(s) with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy.

The project biologist and project proponent shall coordinate with the City of Perris Planning Division, the United States Fish and Wildlife Service (USFWS), and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW and the City prior to the issuance of grading permits. The project biologist shall verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the project biologist determines that burrowing owls are no longer occupying the project site per the criteria in the Burrowing Owl Plan, project grading activities may begin.

If burrowing owl are discovered to occupy the project site after project activities have started, then construction activities shall be halted immediately. The project proponent shall notify the CDFW, the USFWS, and the City of Perris Planning Division within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review

and approval within two weeks of detection and no project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

MM BIO-2 Nesting Bird Pre-construction Surveys

In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, and/or removal of trees and vegetation) shall be conducted outside of the nesting bird season (typically February 1 to September 15 although the nesting season may be extended due to weather and drought conditions) of potentially occurring native and migratory bird species. If grading and clearing activities for the project must occur during the nesting season, the project proponent shall retain a qualified biologist to conduct a pre-activity nesting bird survey no more than seven days prior to the start of any ground-disturbing activities to determine whether any active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if nesting birds are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer zone surrounding the nest based on their best professional judgment and experience. The buffer zone shall be determined by the type of nesting bird. A typical buffer zone will be 250 feet for nesting passerine birds (songbirds) and 500 feet for nesting raptors. 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 on-site qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall 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.

MM BIO-3 Implement MSHCP Best Management Practices

Project personnel shall implement the following standard Multiple Species Habitat Conservation Plan (MSHCP) Best Management Practices (BMPs) during the construction phase of the proposed project:

1. A condition shall be placed on grading permits requiring a qualified Biologist to conduct Worker Environmental Awareness Program (WEAP) training for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act and the MSHCP, the need to adhere to the provisions of the Endangered Species Act and the MSHCP, the penalties associated with violating the provisions of the Endangered Species Act, the general measures that are being implemented to conserve the species of concern as they relate to the proposed project, and the access routes to and project site boundaries within which the proposed project activities must be accomplished.
2. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
3. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat.
4. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project-related spills of hazardous materials shall be reported to appropriate entities including but not limited to the City, United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and/or Regional Water Quality Control Board (RWQCB), as applicable, and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
5. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
6. The qualified project biologist shall monitor construction activities for the duration of the proposed project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
7. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
8. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.
9. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

10. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the proposed project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
11. The City shall have the right to access and inspect the project site to determine its compliance with project approval conditions, including these BMPs.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
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:				
d) 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	☐	☒	☐	☐
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

Environmental Evaluation

Setting

The analysis in this section is based, in part, on the project-specific Phase I Cultural Resources Assessment prepared by FirstCarbon Solutions on December 22, 2023. The Confidential Phase I Cultural Resources Assessment can be provided to a qualified personnel upon request.

Eastern Information Center Records Search

On September 28, 2023, a records search for the project site and a 1-mile radius beyond the project boundaries was conducted at the Eastern Information Center located at the University of California, Riverside. The current inventories of the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks list, the California Points of Historical

Interest list, and the California Built Environment Resource Directory for Riverside County were also reviewed to determine the existence of previously documented local historical resources.

The results of the records search indicate that three historic resources have been recorded within the 1-mile search radius, none of which are located within the project site boundaries. In addition, 26 area-specific survey reports are on file within the 1-mile radius, none of which address the project site. This indicates that the project site has not been previously surveyed for cultural resources.

Native American Heritage Commission

On September 28, 2023, FirstCarbon Solutions sent a request to the Native American Heritage Commission (NAHC) to conduct a Sacred Lands File record search. On November 16, 2023, FirstCarbon Solutions received a response from the NAHC, indicating positive results for Native American cultural resources within the project site and a 1-mile radius. The NAHC included a list of 35 Tribal representatives available for consultation. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources that may be affected by implementation of the proposed project are addressed, a letter containing project information and requesting additional information was sent to each Tribal representative on December 5, 2023. Response from the Cahuilla Band of Indians was received on December 6, 2023, indicating that the Tribe had no knowledge of cultural resources in the project vicinity, but requested that all cultural materials associated with the project be sent for review. A reply from the Augustine Band of Cahuilla Indians was received on December 6, 2023, indicating that they are unaware of any cultural resources that may be affected by the proposed project, but would like to be contacted in the event that cultural resources are uncovered during the development of the proposed project.

Pedestrian Survey and Buried Site Potential

On December 12, 2023, FirstCarbon Solutions conducted a pedestrian survey for unrecorded cultural resources within the project site. The survey began at the northeast corner of the project site and moved west, using north–south transects spaces at 15-meter intervals. All accessible areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. Visibility of exposed soil was less than 5 percent, with sections of exposed soil concentrating primarily along the pedestrian right-of-way along Wilson Avenue and Nuevo Road. The exposed soil consisted of yellowish-brown silty sand (Munsell 10YR 5/4). Because of the concentration of foliage (Kali tragus) at the center of the site, and overgrown grasses throughout 95 percent of the site, inspection of the soil for cultural resources was not possible, thus a second site visit would be required after clear and grub and before the start of grading activities.

Survey conditions were documented using digital photographs and field notes. During the survey, all areas of the exposed ground surface were examined for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). Modern refuse scatter was identified along the pedestrian right-of-way bordering Nuevo Road to the north and Wilson

Avenue to the west, in addition to the southern and eastern border of the project site, adjacent to the residential neighborhoods. No historic or prehistoric archaeological resources were found over the course of the pedestrian survey.

In addition to the pedestrian survey, the potential for not yet identified cultural resources in the project vicinity was reviewed against geologic and topographic geographic information system data for the general area and information from other nearby projects. The project site was evaluated against a set of criteria originally identified by a geoarchaeological overview of the Central Valley that was prepared for the California Department of Transportation (Caltrans) Districts 6 and 9. This study mapped the "archaeological sensitivity," or potential to support the presence of buried prehistoric archaeological deposits, throughout Southern California based on geology and environmental parameters, including distance to water and landform slope. The methodology used in the study is applicable to other parts of California and generally concluded that sites consisting of flat, Holocene-era deposits in close proximity to water resources had a moderate to high probability of containing subsurface archaeological deposits when compared to earlier Pleistocene deposits situated on slopes or further away from drainages, lakes, and rivers.

Th project site is situated on flat terrain, and the surface of the project site rests entirely on young alluvial valley deposits (late Pleistocene to Holocene; Qyf). All Holocene-era deposits have the potential to contain archaeological deposits. Because of the positive Sacred Lands File search and the fact that the project area remains undeveloped, the potential to discover cultural resources on the project site is moderate to low.

Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?

Less than significant with mitigation incorporated. As described above, three historic built environment resources have been recorded within the 1-mile search radius, none of which are located within the project boundaries. However, the lack of soil visibility due to the overgrown foliage during the pedestrian survey did not result in the identification of any historic built environment resources. For these reasons, the proposed project's potential adverse effect on historic built environment resources would be low. However, it is always possible that ground-disturbing activities during project construction may uncover previously unknown, buried historical resources. Damage or destruction of these resources would be a potentially significant impact. Implementation of mitigation measures MM CUL-1 and MM CUL-2 would ensure that this potential impact is reduced to a less than significant level.

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

Less than significant with mitigation incorporated. The results from the Eastern Information Center indicate that three historic resources are recorded within the 1-mile search radius, however there

are no recorded prehistoric archaeological resources within the project site or the 1-mile search radius. Because of the concentration of foliage at the center of the site, and overgrown grasses throughout 95 percent of the site, inspection of the soil for cultural resources was not possible and the pedestrian survey did not identify any undiscovered archaeological resources. For these reasons, it was determined that the proposed project's potential adverse effect on prehistoric archaeological resources is considered moderate to low. However, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include, but are not limited to, stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. Implementation of mitigation measures MM CUL-1 and MM CUL-2 would ensure that this potential impact is reduced to a less than significant level.

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

Less than significant with mitigation incorporated. As described above, the project site is flat and is situated on late Pleistocene to Holocene-era soil deposits. Although the Sacred Lands File search yielded positive results for Tribal Cultural Resources within the project site, there are no recorded human remains within the project site or the 1-mile search radius, and the pedestrian survey also produced negative results. For these reasons, the potential for the proposed project to have an adverse effect on human remains is considered low. While it is highly unlikely that the presence of human remains exists within or near the project site, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, State CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 shall be followed. Mitigation measure MM CUL-3 further specifies the procedures to follow in the event human remains are uncovered. Along with compliance with these guidelines and statutes, implementation of this mitigation would reduce potential impacts related to human remains to a less than significant level.

Tribal Cultural Resources

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:

d) 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

Less than significant impact with mitigation incorporated. A review of the California Register of Historical Resources, local registers of historic resources, a records search conducted at the Eastern Information Center, and a pedestrian survey failed to identify any potentially eligible or listed Tribal Cultural Resources that may be adversely affected by the proposed. However, an NAHC Sacred Lands File records search for the project site produced positive results indicating that eligible or potentially

eligible Tribal Cultural Resources may be adversely affected by the proposed project. Should any undiscovered Tribal Cultural Resources be encountered during project construction, implementation of mitigation measures MM CUL-1 through MM CUL-3 would reduce potential impacts to less than significant levels.

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

TBD. Tribal consultation efforts conducted by (LEAD AGENCY) pursuant to Assembly Bill (AB) 52 to identify additional significant Tribal Cultural Resources meeting the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. have yet to be determined.

Mitigation 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 (United States 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 off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within off-site project improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment, within a 100-foot radius, 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 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 ground-disturbing activities in the immediate vicinity of the find (within a 100-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 and the Pechanga Band of Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians shall be retained to assist the project archaeologist in the significance determination of the Native American artifacts as deemed possible. The designated Native American tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Native American Tribe. If the find is determined to be of sacred or religious value, the Native American tribal representative will 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 off-site project improvement areas, mitigation measure MM CUL-3 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 Native American Tribe. This shall include, but not be limited to, an agreement that artifacts will 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 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 will be subjected to curation, as deemed appropriate, or returned to the property owner.

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

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, affiliated with San Diego State University, and the Native American Tribe involved with the project.

MM CUL-2 Prior to the initiation of ground-disturbing activities at the project site and off-site improvement area, the consulting archaeologist retained, as required by mitigation measure MM CUL-1, shall conduct Worker Environmental Awareness Program (WEAP) training for archaeological resources for all construction personnel directly involved with project-related ground disturbance. The training should include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may found within the project site, and procedures to be followed in the event such resources are encountered.

MM CUL-3 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 area during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Native American 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 Descendant" (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 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?	☐	☐	☒	☐

Environmental Evaluation

The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Report prepared by FirstCarbon Solutions, which is included as Appendix A of this Initial Study/MND.

Setting

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate GHG emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles do not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy. SCE provides electricity and natural gas services within the City of Perris. SCE provides electricity and natural gas as customers request their services.

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?

Less than significant impact. A discussion of the proposed project's anticipated energy usage is presented below. Energy use consumed by the proposed project was estimated and includes natural gas, electricity, and fuel consumption for project construction and operation. Energy calculations are included as part of the Air Quality, Greenhouse Gas Emissions, and Energy Analysis Report included as Appendix A of this Initial Study/MND.

Short-term Construction Impacts

The proposed project construction schedule is estimated to begin in mid-2025 and conclude in late 2027. If the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. The project is proposed for development on a vacant lot and would not require demolition of existing structures. The proposed project would require site preparation, grading, building construction, architectural coating, and paving. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing and grading), and actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The types of on-site equipment used during construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, front-end loaders, forklifts, and cranes. Construction equipment is estimated to consume a total of approximately 85,482 gallons of diesel fuel over the entire construction duration (Appendix A).

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to and from the project site was based on (1) the projected number of trips the proposed project would generate during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the ARB EMFAC mobile source emission model. In total, the proposed project is estimated to generate approximately 1,205,756 VMT and a combined 64,696 gallons of combined gasoline and diesel for vehicle travel during construction.

Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools. Section 7.34.060 of the Perris Municipal Code defines permissible hours of construction as between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday.[24] As on-site construction activities would be restricted to these hours, it is anticipated that the use of construction lighting would be minimal and restricted to nighttime security.

The overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. Therefore, it is anticipated that the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. Construction-related energy impacts would be less than significant.

[24] City of Perris. Perris Municipal Code, Chapter 7.34. Website: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT7HEWE_CH7.34NOCO_S7.34.060CONO. Accessed January 10, 2024.

Long-term Operational Impacts

The proposed project would consume energy as part of building operations and transportation activities. Operation of the proposed project would consume an estimated 1,172,306 kilowatt hours (kWh) of electricity. The proposed residential buildings would be built all-electric and the proposed project would only utilize natural gas for the pool and the pool recreational building. Because CalEEMod does not increase electricity consumption when natural gas is zeroed out, the default natural gas assumptions were retained in the modeling used to estimate air pollutant and GHG emissions to present a conservative estimate of emissions. The proposed project's buildings (including condominiums) would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Building Energy Efficiency Standards. These are widely regarded as the most advanced Building Energy Efficiency Standards and compliance would ensure that building energy consumption would not be wasteful, inefficient, or unnecessary.

Consistent with the project-specific Traffic Impact Analysis, the proposed project was estimated to generate approximately 1,015 daily vehicle trips.[25] Project-related vehicle trips would consume an estimated 114,895 gallons of gasoline and diesel annually and would involve activities and travel routes typical of a residential project. Thus, transportation fuel consumption would not be wasteful, inefficient, or unnecessary. Impacts would be less than significant.

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

Less than significant impact. The proposed project would be evaluated with existing State energy standards and with energy conservation policies included in the General Plan.

The proposed project would be provided with electricity by SCE. In 2022, SCE obtained 33.2 percent of its electricity from renewable energy sources. SCE also offers a Green Rate 50 percent option that sources 66.7 percent of its power mix from eligible renewable energy sources and a Green Rate 100 percent option that sources 100 percent of its power mix from eligible renewable energy sources.[26] It is expected that SCE would be required to meet the future objective of 60 percent of electricity from renewable energy sources by 2030. Additionally, the proposed project is planned to be an all-electric design and would therefore utilize more renewable energy sources during project operation.

The proposed residential project would be designed in accordance with Title 24, California's Energy Efficiency Standards for residential buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting. The California Green Building Standards (CALGreen) Code require all new garages for the proposed homes to install electrical panels of adequate size to support the installation of electric vehicle charging systems. Therefore, it is anticipated that the proposed project would be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and it is anticipated that existing and planned capacity and supplies of transportation fuels would be

[25] TJW Engineering, Inc. 2024. Acacia Pointe Traffic Impact Analysis – City of Perris, California. March 1.
[26] Southern California Edison (SCE). 2022 Power Content Label. Website: https://www.sce.com/sites/default/files/custom-files/PDF_Files/SCE_2022_Power_Content_Label_B%26W.pdf. Accessed January 11, 2024.

sufficient to support the proposed project's demand. The proposed project would install solar PV systems, in compliance with Title 24, Part 6, California's Energy Code.

The City of Perris General Plan Conservation Element contains the following policies related to energy conservation.[27]

Goal VIII Sustainable Future: Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.

Policy VIII.A Adopt and maintain development regulations that encourage water and resource conservation.

Policy VIII.B Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.

Policy VIII.C Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED® building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

While several of these policies are requirements at City level or voluntary, compliance with Title 24 standards and other applicable regulations would ensure that the proposed project would not conflict with any of the energy conservation policies related to the proposed project's building, mechanical systems, and indoor and outdoor lighting.

The proposed project would comply with existing State energy standards and with energy conservation policies contained in the General Plan. As such, the proposed project would not conflict with State or local renewable or energy efficiency objectives. Potential impacts would be less than significant.

Mitigation Measures

None required.

[27] City of Perris. 2016. City of Perris Climate Action Plan. Website: https://www.cityofperris.org/home/showpublisheddocument/16490/638200204944070000. Accessed April 22, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.7 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 (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Evaluation

Setting

The analysis in this section is based, in part, on the Geotechnical and Infiltration Evaluation prepared by GeoTek, Inc., on January 12, 2021. The Geotechnical and Infiltration Evaluation can be found in Appendix D.

Alquist-Priolo Earthquake Fault

According to the California Department of Conservation Fault Activity Map, the City of Perris does not have any active fault lines that pass through the city limits.[28] The nearest fault to the project site is the Casa Loma Fault, which is located approximately 12.75 miles to the east

Liquefaction

Liquefaction is a mode of ground failure that results from the generation of high-water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geologic Survey has designated certain areas within Southern California as potential liquefaction hazard zones. These are areas considered at risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table.

According to the California Governor's Office of Emergency Services, MyHazards Map, and the project-specific Geotechnical and Infiltration Evaluation, the project site is not located within a liquefaction zone.[29]

Landslides

The project site is not located within a designated area where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions have occurred.

Paleontological Resources

Paleontological resources, or fossils, are the fossilized remains or traces of plants, animals, or microbes that are preserved in the earth's crust. Body fossils include bones, teeth, shells, leaves, and wood, while trace fossils include trails, trackways, footprints, burrows, coprolites, and eggshells.

According to the Society of Vertebrate Paleontology (SVP) guidelines, "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources," significant paleontological resources are fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered older than recorded human history and/or older than middle Holocene (i.e., older than approximately 5,000 radiocarbon years). The SVP guidelines establish important definitions and standards related to paleontological resources. Based on regional geologic mapping and the presence of past paleontological finds, the SVP defines four categories of paleontological potential for rock units: *high, low, undetermined, and no potential*.[30]

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[28] California Department of Conservation. 2010. Fault Activity Map of California. Website: http://maps.conservation.ca.gov/cgs/fam/. Accessed January 4, 2024.

[29] California Governor's Office of Emergency Services. 2023. MyHazards Map. Website: https://myhazards.caloes.ca.gov/?msclkid=c7c0ceebd14811ecac16ab2219ba740f. Accessed January 10, 2024.

[30] Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee. 11 pp. Website: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf. Accessed January 10, 2024.

Geologic mapping indicates that the project site is mapped entirely within Holocene- to late Pleistocene-age alluvial deposits. These sedimentary deposits are described as being composed of alluvial sand, silt, and clay from the valley areas, covered by gray soil. While not mapped at the surface within the project site, older, early Pleistocene-age alluvial deposits are mapped approximately 0.5 mile west and northeast of the project site and are present in the subsurface. Tonalite outcrops from the late Cretaceous-age Peninsular Ranges batholith occur approximately 1.8 miles northeast of the project site and could be present deep in the subsurface. Tonalite is an intrusive igneous rock; in the project area, the tonalite outcrops are characterized as gray, medium- to course-grained, massive to foliated, biotite-hornblende tonalite.[31]

According to the subsurface investigation presented in the Geotechnical and Infiltration Evaluation, the southern and central portion of the project site is covered by undocumented fill consisting of silty sand. The fill is approximately 5.5 feet thick. Additionally, alluvium was encountered across the project site and below the fill. The alluvium is composed of alternating units of silty sand, sandy silt, silt, and clayey silt. Calcium carbonate deposits (i.e., caliche) were observed in significant concentrations within the upper 10 to 15 feet of the alluvium.[32] One of the borings in the northern portion of the project site indicates Holocene-age alluvium occurs at a depth between 2 and 30 feet below ground surface, with the older, Pleistocene-age alluvium occurring at 30 feet below ground surface and below.[33]

A records search of the University of California Museum of Paleontology online fossil locality database revealed two invertebrate fossil localities, 20 plant fossil localities, and 20 microfossil localities from unnamed Holocene-age sedimentary deposits in Riverside County. Additionally, the search revealed four invertebrate fossil localities, one plant fossil locality, and five vertebrate fossil localities from unnamed Pleistocene-age sedimentary deposits in Riverside County. Based on the listed locality names (i.e., Corona East, Blythe, Carr Ranch, Bastenchury Ranch, Riverside), none are within the project site boundaries.[34] These localities are also reported by George T. Jefferson in *A Catalogue of Late Quaternary Vertebrates from California* and include gopher tortoise (*Gopherus*), mammoth (*Mammuthus*), California vole (*Microtus californicus*), and pack rat (*Neotoma*).[35,36]

The Natural History Museum of Los Angeles County collections are available online through the Integrated Digitized Biocollections. According to the Integrated Digitized Biocollections, there are several localities in the Perris area and there are three vertebrate fossil localities within 1.5 miles from the project site: there is a locality 0.62 mile west, 0.62 mile southwest, and 1.24 miles southwest of the project site.[37]

[31] Morton, D.M, K.R. Bovard, and R.M. Alvarez (Morton et al.). 2003. Preliminary geologic map of the Perris 7.5' quadrangle, Riverside County, California. Open-File Report OF-2003-270. United States Geological Survey. Map. Scale 1:24,000.

[32] GeoTek, Inc. (GeoTek). 2021. Geotechnical and Infiltration Evaluation for Proposed Single-Family Residential Development, Acacia 57 Project, Tract 31651, Perris, Riverside County, California. Project No. 2340-CR. January 12, 2021.

[33] Ibid.

[34] University of California Museum of Paleontology. 2023.

[35] Jefferson, George T. 1991. A Catalogue of Late Quaternary Vertebrates from California: Part One, Nonmarine Lower Vertebrate and Avian Taxa. Natural History Museum of Los Angeles County Technical Reports 5:1-51.

[36] Jefferson, George T. 1991. A Catalogue of Late Quaternary Vertebrates from California: Part Two, Mammals. Natural History Museum of Los Angeles County Technical Reports 7:1-129.

[37] Integrated Digitized Biocollections (iDigBio). 2024. Online records search tool. National Science Foundation. Website: https://www.idigbio.org/portal/search. Accessed May 1, 2024.

The fossil assemblage at Diamond Valley Lake is the largest open, non-asphaltic late Pleistocene assemblage known from the American southwest. Excavations at Diamond Valley Lake have uncovered approximately 100,000 identifiable fossils representing more than 105 vertebrate, invertebrate, and plant taxa from 2,646 localities. The most abundant specimens include ancient bison (*Bison antiquus*), giant bison (*Bison latifrons*), wild horse (*Equus occidentalis*), Mexican horse (*Equus conversidens*), American mastodon (*Mammut americanum*), western camel (*Camelops hesternu*), Harlan's ground sloth (*Paramylodon harlani*), and Columbian mammoth (*Mammuthus columbi*). Other notable specimens include dire wolf (*Canis dirus*), coyote (*Canis latran*), Shasta ground sloth (*Nothrotheriops shastensis*), Jefferson's ground sloth (*Megalonyx jeffersonii*), black bear (*Ursus americanus*), saber-toothed cat (*Smilodon fatali*), and North American lion (*Panthera leo atrox*). Additionally, multiple invertebrates, amphibians, reptiles, birds, and several small mammal species were identified. The collection is housed in the Western Science Center in Hemet, California.[38,39]

In general, Holocene-age sedimentary deposits are considered to have a low to high potential to contain significant paleontological resources. In Holocene-age sedimentary deposits the potential to encounter paleontological resources is low at the surface and increases with increased depth into the subsurface; deeper sediments are older and, therefore, have a higher potential to contain paleontological resources. Pleistocene-age deposits are older still and, generally, are considered to have a high potential to contain significant paleontological resources. Igneous rocks are considered to have no potential to contain significant paleontological resources because igneous rocks have volcanic origins and were formed under extreme pressure and temperature.

The project site is located within Paleontological Sensitivity Area 4 (Low to High Sensitivity) as shown in Exhibit CN-7 of the City of Perris General Plan Conservation Element. Conservation Element Implementation Measure IV.A.4 requires paleontological monitoring of development sites within Paleontological Sensitivity Area 4 once subsurface excavations reach five feet in depth, with monitoring levels reduced, if appropriate, at the discretion of a certified project paleontologist.

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.

No Impact. According to the Geotechnical and Infiltration Evaluation the site is not located within an identified Alquist-Priolo Earthquake Hazard Zone. According to the California Department of

[38] Springer et al. 2009. The Diamond Valley Lake Local Fauna: Late Pleistocene Vertebrates from Inland Southern California. Papers on Geology, Vertebrate Paleontology, and Biostratigraphy in Honor of Michael O. Woodburne (L.B. Albright III, ed.). Museum of Northern Arizona Bulletin 65.

[39] Springer et al. 2010. Late Pleistocene large mammal faunal dynamics from inland southern California: The Diamond Lake local fauna. Quaternary International 217 (2010) 256-265.

Conservation Fault Activity Map, the City of Perris does not have any active fault lines that pass through the city limits.[40] The nearest fault to the project site is the Casa Loma Fault, which is located approximately 12.75 miles to the east. Furthermore, the Geotechnical and Infiltration Evaluation did not identify any evidence of faulting at the project site. Thus, there would be no impact.

ii) Strong seismic ground shaking?

Less than significant impact. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition beneath the property. As discussed above, the nearest fault in proximity to the project site is located approximately 12.75 miles to the east. The 2022 California Building Code provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. Project design and construction would be required to comply with applicable General Plan policies and provisions of the California Building Code, which would reduce risks associated with strong seismic ground shaking if an earthquake were to occur. Potential impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The potential for liquefaction on the project site is considered low as groundwater was not identified within 25 feet of the ground surface and the subsurface conditions encountered at the boring locations are not considered conducive to liquefaction. The Geotechnical and Infiltration Evaluation determined that liquefaction is not considered a design concern for the proposed project site. Therefore, impacts related to soil liquefaction would be less than significant.

iv) Landslides?

No impact. The project site is relatively flat and is not located in an area near any steep slopes. According to the United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey, the project site is located on slopes ranging from zero to 2 percent[41] According to Exhibit S-4 7 of the City of Perris 2030 General Plan Safety Element, the project site is not located in an area susceptible to seismically induced landslides. It indicates that the nearest slopes areas susceptible to seismically induced landslides are located approximately over 2.3 miles east of the project site.[42] As such, no impact would occur.

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

Less than significant with mitigation incorporated. The project site is currently undeveloped and covered with low grasses and scrubland. The Geotechnical and Infiltration Evaluation determined that most of the near-surface soils possess appreciable silt and clay content and would become

[40] California Department of Conservation. 2010. Fault Activity Map of California. Website: http://maps.conservation.ca.gov/cgs/fam/. Accessed January 4, 2024.
[41] United States Department of Agriculture. 2023. Natural Resource Conservation Service Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed January 10, 2024.
[42] City of Perris. 2021. General Plan Safety Element. Website: https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed January 10, 2024.

unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular content, some of the on-site soils may be susceptible to erosion.

Therefore, it was determined that the site should be graded to prevent ponding of surface water and to prevent water from running into excavations. The recommended remedial grading would remove all the undocumented fill soils and a portion of the near-surface native alluvium, including collapsible/compressible soils, and replace these soils as compacted structural fill. The native soils that would remain below the recommended depth of over-excavation would not be subject to significant load increases from the new structure's foundations. Provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structure are expected to be within tolerable limits. This is included as part of mitigation measure MM GEO-1, which requires that all recommendations of the Geotechnical and Infiltration Evaluation be included in the project plans. Any grading at the project site would be completed in accordance with local and State building codes to prevent substantial soil erosion. Therefore, with the implementation of typical construction best practices conducted in accordance with local and State laws and mitigation measure MM GEO-1, potential impacts would be less than significant regarding the potential for soil erosion and 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?

Less than significant impact. The project site is not located within a designated area where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions have occurred. The project site is flat and is not in the vicinity of slopes that would be susceptible to landslides. As discussed above, the project site is not located in an identified liquefaction hazard area, is relatively flat, and is not in the vicinity of slopes that would be susceptible to liquefaction (e.g., slope areas that have sufficient height, slope ratio, and underlying geologic conditions that can result in liquefaction). Furthermore, the Geotechnical and Infiltration Evaluation determined that the potential for lateral spreading to affect the site is considered to be low. Therefore, potential impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. According to the Geotechnical and Infiltration Evaluation, the near-surface soils generally consist of silty sands, clayey sands, and occasional sandy clays, which have a very low expansion potential; therefore, no design considerations related to expansive soils are considered warranted for this site. Potential impacts would be less than significant.

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 project site would connect to municipal sewer infrastructure and be served by public sanitary sewers in the area. No impact would occur.

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

Less than significant impact with mitigation incorporated. Construction activities for the proposed project would involve excavation associated with grading and foundation installation. The Geotechnical and Infiltration Evaluation indicates that ground-disturbing activities would include site grading, removal of existing soil stockpiles, and grading to remove all undocumented fill and the first 10 to 15 feet of alluvium. Because of the potential for soil collapse, all undocumented fill and the upper 10 to 15 feet of alluvium needs to be removed entirely to expose component alluvium. Therefore, construction activities are expected to excavate previously undisturbed sediments.

As discussed above, shallow Holocene-age alluvial deposits are generally considered to have a low potential to contain significant paleontological resources, because of the relatively recent age of these deposits. However, per SVP guidelines, fossil remains can be encountered in deposits as young as 5,000 years old; as such, the deeper layers of Holocene-age deposits have an increased potential to contain significant paleontological resources. Generally, Pleistocene-age alluvial deposits are considered to have a high potential to contain significant paleontological resources and, given the numerous Pleistocene-age fossils that have been discovered in the surrounding area, the Pleistocene-age alluvium underlying the project site is considered to have a high potential to contain significant paleontological resources.

Geologic mapping indicates that the deposits within the project site are Holocene to late Pleistocene in age. Subsurface data indicates that the Pleistocene-age alluvium occurs below these deposits at approximately 30 feet below ground surface. Subsurface data also indicates the presence of caliche in the upper 10 to 15 feet below ground surface. The presence of caliche is an indicator that the deposits are at least late Pleistocene-age and, therefore, have a high potential to contain significant paleontological resources.

The proposed project would include excavation of the upper 10 to 15 feet of alluvium and would encounter previously undisturbed deposits that date to the early Holocene and/or late Pleistocene-age. There is the potential that construction activities associated with the proposed project could encounter and inadvertently destroy significant paleontological resources during excavation. This would be a potentially significant impact.

To avoid any impact to significant paleontological resources during construction, mitigation measure MM GEO-2 would be required to ensure significant paleontological resources are not impacted during construction. Mitigation measure MM GEO-2 requires that a qualified paleontologist prepare and implement a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP), which requires paleontological monitoring during excavations that exceed 5 feet below ground surface and outlines procedures to follow in the event of an unanticipated fossil discovery. Mitigation measure MM GEO-3 requires pre-construction Worker Environmental Awareness Program (WEAP) training prior to the commencement of ground-disturbing activities. Implementation of mitigation measures MM GEO-2 and MM GEO-3 would reduce the potentially signifcant impact to paleontological resources. The potential impact would be less than significant with mitigation incorparated.

Mitigation Measures

MM GEO-1 Prior to the issuance of grading permits, construction and site plans shall incorporate all recommendations in the Geotechnical and Infiltration Evaluation prepared by GeoTek, Inc., on January 12, 2021, including grading recommendations. Incorporation of recommended measures shall be confirmed by the City Engineer.

MM GEO-2 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 5 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.

MM GEO-3 Prior to the start of any ground-disturbing activities, the Qualified Paleontologist shall conduct pre-construction worker paleontological resources sensitivity training. The Qualified Paleontologist shall contribute to any construction worker cultural resources sensitivity training either in person or via a training module. The training shall include information on what types of paleontological resources could be encountered during excavations, what to do in case an unanticipated discovery is made by a worker, and laws protecting paleontological resources. All construction personnel shall be informed of the possibility of encountering fossils and instructed to immediately inform the construction foreman or supervisor if any bones or other

potential fossils are unexpectedly unearthed in an area where a paleontological monitor is not present. The applicant shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 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 any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The analysis in this section is based, in part, on the Air Quality, Greenhouse Gas Emissions, and Energy Report prepared by FirstCarbon Solutions, which is included as Appendix A of this Initial Study/MND.

Environmental Evaluation

Setting

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

The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of carbon dioxide equivalents (MT CO_2e) per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency.

The South Coast AQMD has continued to consider adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 describes the following tiered approach for determining GHG impacts from various uses:

- **Tier 1–**If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant. If not, move to Tier 2.
- **Tier 2–**If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant. For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, move to Tier 3.

- **Tier 3–**If a project's emissions are under the screening thresholds, then the impact of the project is less than significant. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. The South Coast AQMD has presented two options that lead agencies could choose for non-industrial projects. Option No. 1 sets the thresholds for residential projects to 3,500 MT CO_2e per year, commercial projects to 1,400 MT CO_2e per year, and mixed-use projects to 3,000 MT CO_2e per year. Option No. 2 sets a single numerical threshold for all non-industrial projects of 3,000 MT CO_2e per year. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- **Tier 4–**Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MT CO_2e per year per service population for project-level analyses and 6.6 MT CO_2e per year per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MT CO_2e per year per service population for project-level analyses and 4.1 MT CO_2e per year per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- **Tier 5–**Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the South Coast AQMD nor distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the ARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 MT CO_2e per year threshold for industrial projects is now included in the South Coast AQMD'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 promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MT CO_2e threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Specifically, the emissions from a residential project would be potentially significant if it was to generate more than 3,500 MT CO_2e per year.

Perris Climate Action Plan

The City of Perris adopted its Climate Action Plan (CAP) in 2016 for the development and implementation of policies and programs to reduce GHG emissions within the City. The CAP is based on the directives of AB 32 and Executive Order S-3-05 and uses a GHG emission inventory from the year 2010 to establish the City's baseline emissions for the purposes of assessing future GHG reduction goals and forecasting GHG emissions in the future. The CAP stated that, by 2020, the Statewide and local measures together would reduce the City's community GHG emissions from the

2020 business-as-usual condition by approximately 39 percent, or 67,668 MT CO_2e (from 173,195 to 105,527 MT CO_2e). This reduction is equivalent to 20 percent decrease below the 2010 levels, which exceeds the 15 percent reduction target of the year 2020.[43] The City's CAP presents several strategies aimed to reduce GHG emissions, which are listed in Appendix A of this Initial Study/MND.

Would the project:

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

and

b) Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. Both construction and operational activities have the potential to generate GHG emissions. The following is a discussion of the proposed project's contribution to GHG emissions during both the construction and operation phases.

Project Greenhouse Gas Emissions

Construction Greenhouse Gas Emissions

The proposed project would generate GHG emissions during construction activities, resulting from emission sources such as construction equipment, haul trucks, and construction worker vehicles. Although these emissions would be temporary and short-term in nature, they could represent a substantial contribution of GHG emissions. Construction emissions were modeled using CalEEMod version 2022.1. Table 8, below, shows the annual construction GHG emissions.

Table 8: Proposed Project Construction GHG Emissions

Construction Activity	Total GHG Emissions (MT CO_2e per year)
Site Prep and Grading (2025)	186
Trenching (2025)	20
Site Construction (2025)	103
Home Building (2025)	37
Home Building (2026)	557
Home Building (2027)	425
Architectural Coating (2027)	96
Total Construction Emissions	**1,424**
Emissions Amortized Over 30 Years[1]	**18**
Notes:	

[43] City of Perris. 2016. City of Perris Climate Action Plan. Website: https://www.cityofperris.org/home/showpublisheddocument/16490/638200204944070000. Accessed April 22, 2024.

Construction Activity	Total GHG Emissions (MT CO_2e per year)
GHG = greenhouse gas MT CO_2e = metric tons carbon dioxide equivalent [1] Construction GHG emissions are amortized over the 30-year lifetime of the project. Source: Appendix A.	

As shown above, the proposed project would generate approximately 1,424 MT CO_2e during construction. Since the South Coast AQMD has not established a construction GHG threshold, total construction emissions were amortized over 30 years and included in the emissions inventory to account for the short-term, one time GHG emissions from the construction phase of the proposed project. Over 30 years the construction GHG emissions would be amortized to approximately 18 MT CO_2e per year.

Operational Greenhouse Gas Emissions

Operational, or long-term, emissions are those emissions that occur over the life of the project. Project operations were modeled for the 2025 operational year, immediately following the completion of construction. Sources for operational GHG emissions are summarized below:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and other on-road vehicles that would travel to and from the project site. Based on the Traffic Impact Analysis, the proposed project was estimated to generate 1,015 daily vehicle trips.[44]
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the project site. Natural gas uses could include heating water, space heating, dryers, stoves, or other uses. The proposed project would be built all-electric and would, therefore, not result in any GHG emissions from natural gas use. The proposed project would be built all-electric (i.e., no natural gas), with the exception of the pool and pool building. As CalEEMod does not account for an increase in electricity use when natural gas consumption is zeroed out, the emissions from natural gas were retained in the modeling to present a conservative estimate of emissions.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the project. The proposed project would provide photovoltaic (PV) solar panels, consistent with Title 24, Part 6, California's Energy Code. The inclusion of solar panels would provide on-site renewable energy that would reduce the project's consumption of electricity generated at off-site power plants.
- **Area Sources:** These emissions refer to those produced during activities such as landscape maintenance.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.

[44] TJW Engineering, Inc. 2024. Acacia Pointe Traffic Impact Analysis – City of Perris, California. March 1.

- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the project.

Table 9 presents the estimated annual GHG emissions from the project's operational activities. As shown in Table 9, the project would generate approximately 1,594 MT CO_2e per year after the inclusion of 18 MT CO_2e per year from project construction.

Table 9: Operational Greenhouse Gas Emissions–Unmitigated

GHG Emissions Source	GHG Emissions (MT CO_2e per year)
Area	31
Energy	440
Mobile (Automobiles)	1,051
Waste	20
Water	34
Refrigerants	0.29
Amortized Construction	18
Total Annual Project Emissions	**1,594**
Threshold of Significance	**3,500**
Exceed Applicable Threshold?	**No**
Notes: MT CO_2e = metric tons carbon dioxide equivalent Source: Appendix A.	

As shown in Table 9, the proposed project's GHG emissions would not exceed the applicable threshold of significance. Thus, the proposed project's construction and operational GHG emissions would result in a less than significant impact on the environment.

Consistency with Greenhouse Gas Plans, Programs, and Policies

The City of Perris adopted its CAP in 2016 for the development and implementation of policies and programs to reduce GHG emissions within the City, based on the directives of AB 32 and Executive Order S-3-05.[45]

Strategies presented in the City's CAP that are relevant to new development projects and the proposed project's consistency with those measures are provided below in Table 10.

[45] City of Perris. 2016. City of Perris Climate Action Plan. Website: https://www.cityofperris.org/home/showpublisheddocument/16490/638200204944070000. Accessed April 22, 2024.

Table 10: Consistency with Perris Climate Action Plan

Perris CAP Measures	Project Consistency
E1: Energy Action Plan. Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAPs).	**Consistent.** The proposed project would comply with the most recent Title 24 requirements, which are widely regarded as some of the most state-of-the-art energy efficiency codes in the nation. Compliance with Title 24 requirements would ensure compliance with the local EAP.
T-1: Bicycle Infrastructure Improvements. Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	**Consistent.** The proposed project would be built in accordance with the City of Perris standards. The proposed project would provide five bicycle parking spaces in the recreation area. However, per City of Perris General Plan Conservation Element Implementation Measure III.A.2, the proposed project would be required to contribute fair share costs for local and regional transportation improvements (see Impact A of Section 2.17, Transportation).
T-2: Bicycle Parking. Provide additional options for bicycle parking.	**Consistent.** The Climate Action Plan (CAP) notes that this measure will be achieved through City action by amending zoning code to require bike parking for all multi-family or mixed-use projects consisting of a mix of residential, retail, and office space. The proposed project would comply with City Municipal Code standards for bicycle parking by providing a bike rack with capacity for five bicycles.
T-3: End of Trip Facilities. Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.	**Consistent.** The City of Perris General Plan Circulation Element provides bikeway classifications. Currently, there are Class II bicycle lanes on both northbound and southbound legs of Murrieta Road. Five bicycle parking spaces would be provided in the recreational area.
T-4: Transit Frequency Expansion. Collaborate with local and regional transit providers to provide more frequent transit in the subregion.	**Not applicable.** This measure is the responsibility of the City of Perris and the proposed project would not collaborate with local and regional transit providers. The proposed project would not provide additional bike or transit facilities. However, per City of Perris General Plan Conservation Element Implementation Measure III.A.2, the proposed project would be required to contribute fair share costs for local and regional transportation improvements (see Impact A of Section 2.17, Transportation).

Perris CAP Measures	Project Consistency
T-7: Mixed-Use Development. Provide for a variety of development types and uses.	**Not applicable**. The proposed project would be residential only. As this measure is only relevant to mixed-use development projects, the measure would not be applicable.
T-8: Design/Site Planning. Design neighborhoods and sites to reduce VMT.	**Consistent.** The proposed project site plan and design would be reviewed by the City of Perris prior to issuance of construction permits, which would ensure Vehicle Miles Traveled (VMT) is considered in site design. In addition, a VMT analysis was completed for the proposed project and summarized in Impact B of Section 2.17, Transportation. As noted in the Transportation section of this Initial Study/MND, the VMT rate of the project site's Traffic Analysis Zone (TAZ) is 25.90 VMT/Capita, which is below the Citywide Average of 32.20 VMT/Capita. Impacts related to the project's VMT were found to be less than significant.
T-10: Limit Parking Requirements for New Development. Reduce requirements of vehicle parking in new development projects.	**Consistent.** The proposed project would comply with City Municipal Code standards for parking.
T-11: Voluntary Transportation Demand Management. Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.	**Not applicable**. The proposed project would be residential only. As this measure is only relevant to employment projects, the measure would not be applicable.
SW-2: Food Scrap and Compostable Paper Diversion. Divert food and paper waste from landfills by implementing collection system.	**Consistent.** The proposed project would comply with Perris Municipal Code standards for waste disposal.

As demonstrated in Table 10, the proposed project would be consistent with the appliable measures listed in the City's CAP. The Perris CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Government's (WRCOG's) Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15 percent below 2010 levels, and the 2035 reduction target is 47.5 percent below 2010 levels.

The City of Perris is expected to meet these reduction targets through implementation of Statewide and local measures. As the proposed project would not generate GHG emissions that would result in a significant impact, as described above, the proposed project would be consistent with the 2008 Scoping Plan, the 2017 Scoping Plan, the 2022 Scoping Plan, and the City of Perris CAP. As such, the

proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and a less than significant impact would occur with respect to this threshold.

Mitigation Measures

None required.

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

Environmental Evaluation

Setting

Hazards analyzed in this section include hazardous materials, wildfires, and hazards based on proximity to airport and airstrip operations. Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed of, or otherwise managed.

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater that have concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20–24 contain technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

The analysis of potential hazardous material impacts relies primarily upon a Phase I Environmental Site Assessment (Phase I ESA) prepared by Apex Companies, LLC on April 8, 2020, which can be found in Appendix E. This Phase I ESA evaluated the project site for Recognized Environmental Conditions, which are the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property.

The project site originally supported agricultural uses dating back to at least 1938. Sometime prior to 1997 the site became vacant and has remained so since that time.

Would the project:

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 activities would potentially require the routine transport, use, and disposal of small amounts of hazardous materials such as fuels, paints, or solvents, which are required during construction. Operational transport, use, or disposal of hazardous substances would be limited to small quantities for household uses. During construction and operation, the proposed project would be required to comply with all applicable local, State, and federal safety codes and regulations related to transporting, using, or disposing hazardous materials, including Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; federal Clean Air Act; and the Occupational Safety and Health Administration that regulates worker safety hazards. Construction activities that involve hazardous materials would be governed by several agencies, including California Environmental Protection Agency, California Department of Transportation (Caltrans), California Division of Occupational Safety and Health, California Department of Toxic Substances Control, and the Sonoma County Department of Health Services-Environmental Health and Safety Division, as well as applicable local regulations. Compliance with the provisions of these agencies would ensure that the routine transport, use, or disposal of hazardous materials does not create a significant hazard to the public. Therefore, potential impacts would be less than significant.

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. According to the Phase 1 ESA, the project site does not contain hazardous conditions or hazardous materials that could create upset and accident conditions upon development of the proposed project. The project site was previously agricultural land but has remained unimproved vacant land since 1997. No hazards from this previous use were identified. While some trash was present on the site during reconnaissance, there was no evidence of leaks or staining. Furthermore, vaulted electrical transformers were observed southwest of the project site within a utility right-of-way, but the electrical transformer appeared to be in good condition and was free of leaks and staining. The Phase I ESA concluded that there is no evidence of on-site or off-site Recognized Environmental Conditions at the project site. Compliance with applicable General Plan policies and Municipal Code regulations would prevent significant hazardous risks to the public. Potential impacts would be less than significant.

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

Less than significant impact. The closest school to the project site is Clearwater Elementary, 0.16 mile (845 feet) northeast of the project site. Although within 0.25 mile of an existing school, the proposed residential project is not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials. Therefore, potential impacts would be less than significant.

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?

No Impact. The Phase I ESA did not identify the project site in any listings. As such, the project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Therefore, the proposed project would not create a significant hazard to the public or the environment. No Impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than significant impact. The project site is located within the Airport Influence Area Boundary for March Air Reserve Base/Inland Port Airport (MARB/IPA). The MARB/IPA Airport Land Use Compatibility Plan (ALUCP) Compatibility Map (Map MA-1) shows that the project site is located within Zone D, which is a Flight Corridor Buffer. The MARB/IPA ALUCP indicates that there are no restrictions to residential development within Zone D.

Perris Valley Airport is approximately 2.02 miles southwest of the project site. However, the project site is not located within the area subject to the ALUCP for Perris Valley Airport.

Pursuant to the General Plan Noise Element, noise levels of levels of up to 60 dBA CNEL are normally acceptable for new residential development without any special noise insulation requirements.

According to the Final Air Installation Compatible Use Zones Study for March Air Reserve Base, the project site is well beyond the 60 dBA CNEL noise contour zone for MARB/IPA.

Additionally, the Riverside County Airport Land Use Commission (ALUC) conducted a consistency review of the proposed project (Included within Appendix E) and indicated that the proposed project would be consistent with the 2014 MARB/IPA ALUCP given that certain conditions are met. These conditions are included within the ALUC consistency review and would be incorporated within the proposed project.

Based on this information, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the area. The potential impact would be less than significant.

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

Less than significant impact. The City participates in the Riverside County Multiagency Multi-Hazard Functional Plan, which outlines requirements for emergency access and standards for emergency responses. The project site would be accessed via two gated driveways along Wilson Avenue. Project-related traffic would not cause a substantial increase in traffic operations to the extent that congestion would occur. During construction of the project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent. Moreover, as required by Municipal Code Section 10.12.100, no street shall be closed or partially obstructed, or detours established, without approval of the City's traffic engineer. As such, potential impacts would be less than significant.

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 General Plan Safety Element, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface, which is considered an area within the high and very high fire hazard severity zone as defined by the California Department of Forestry and Fire Protection (CalFire). The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone. Therefore, the proposed project would not expose people or structures to wildland fires. No impact would occur.

Mitigation Measures

None required.

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

Environmental Evaluation

Setting

The analysis in this section is based, in part, on the Preliminary Hydrology and Hydraulics Study prepared by SP2 and Co. on September 13, 2023. This report can be found in Appendix F.

National Pollutant Discharge Elimination System

Under Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges from construction activities disturbing one acre or more of land. In California, the California State Water Resources Control Board (State Water Board) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The State Water Board works in coordination with the RWQCBs to preserve, protect, enhance, and restore water quality. The City of Perris is located within the jurisdiction of the Santa Ana RWQCB.

Construction Regulations

Dischargers whose projects disturb one or more acres of soil (or whose projects disturb less than 1 acre but are part of a larger common plan of development that in total disturbs one or more acres), are required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents, which include a Notice of Intent, Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit and mail the appropriate permit fee to the State Water Board.

Operation Regulations

The Municipal Storm Water Permitting Program regulates stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable. Maximum Extent Practicable is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs would be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The Riverside County Flood Control and Water Conservation District, the County of Riverside, and the City of Perris discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4s and are discharged to surface water bodies of the Riverside County Region. Discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to Section 402(p) of the Federal Clean Water Act.

The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects; the City of Perris has adopted the

Chapter 14.22, Stormwater/Urban Runoff Management and Discharge Control Ordinance 1194, of the City of Perris Municipal Code to address pollutants in stormwater discharge. The Preliminary Hydrology and Hydraulics Study describes the Water Quality Management Plan (WQMP) prepared for the proposed project in compliance with this policy (Appendix F). Prior to approval of the proposed project, it is required that the WQMP be reviewed and approved by City staff.

Would the project:

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

Less than significant impact. Because the proposed project would disturb up to 11.62 acres of land, project construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (a Notice of Intent and SWPPP, among others), as well as the pertinent provisions of the City of Perris Development Code. Compliance with the NPDES requirements would ensure that the project's potential construction-related impacts to water quality would be less than significant.

The Preliminary Hydrology and Hydraulics Study evaluated the operational stormwater management plan for the proposed project. It was determined that implementation of the proposed project would reduce discharge of pollutants into urban runoff during project operation via the process described below.

Stormwater at the project site would be conveyed to stormwater detention basins for treatment located at the northeast and southeast corners of the project site via drainage tributaries. Water from these basins would connect to existing storm drains beneath Nuevo Road and beneath adjoining development to the east. The project includes two on-site drainage tributaries: the northern (Area "A") and the southern (Area "B") areas. Runoff from Area "A" would drain into Infiltration Basin "A," which is located in the northeast corner of the project site, and would be discharged into an existing storm drain located in Nuevo Road. The storm drain eventually discharges into the Perris Valley Channel. Runoff from Area "B" would flow into Basin "B" located at the southeast corner of the project site, for treatment before discharging into a storm drain located east of the project site. The Preliminary Hydrology and Hydraulics Study determined that, with treatment in the detention basins, the existing storm drains in Nuevo Road and east of the project site would have adequate capacity for stormwater at the project site. See Exhibit 5 and Appendix F for more information.

Overall, compliance with local, State, and federal policies and regulations, including adherence to the project-specific WQMP outlined in the Preliminary Hydrology and Hydraulics Study in compliance with Municipal Code Ordinance 1194, would ensure that potential short-term and long-term project-related impacts to water quality would be less than significant.

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. As described in Section 2.18, Utilities and Service Systems, the EMWD derives a portion of its water from groundwater basins. However, as also explained in Section 2.18, Utilities and Service Systems, it is concluded that the EMWD would have sufficient water supply to serve the proposed project even in a multiple dry year scenario and that water supplies, including groundwater supplies, would not be depleted beyond what has already been planned. As such, project implementation would result in a less than significant impact on groundwater supplies.

c) Substantially alter the existing drainage pattern of 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. Project construction activities could result in loose sediment entering surface water or storm drains that lead to waterways. However, the proposed project would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (a Notice of Intent and SWPPP, among others), as well as compliance with the Municipal Code Ordinance 1194. The SWPPP would identify erosion control and sediment control BMPs that would meet or exceed measures required by the General Construction Permit to control potential construction-related pollutants. Furthermore, during project operation, stormwater would be captured in two drainage tributaries, directed toward infiltration basins for treatment, and discharged into existing storm drain lines. The treatment of the stormwater in the infiltration basins would prevent loose sediment from reaching waterways. Adherence to BMPs and implementation of on-site treatment facilities would reduce impacts to erosion or siltation on- or off-site. Therefore, potential impacts would be less than significant.

(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. Area "C" is an undeveloped off-site property to the northwest of the project site (Exhibit 2). Currently, runoff from Area "C" runoff crosses the site and drains to an existing inlet at the southeast corner of the project site. It is then conveyed back to the existing storm drain in Nuevo Road. The proposed project would include a V-ditch to move the storm drainage from Area "C" directly to the existing storm drain in Nuevo Road. The Preliminary Hydrology and Hydraulics Study determined that this storm drain has the capacity to capture this runoff.

Furthermore, the proposed project would provide drainage tributaries and infiltration basins that direct on-site runoff toward existing storm drain lines. As described in the WQMP, the existing storm drains in combination with the proposed treatment basins would have the capacity to capture stormwater including increased capacity during flood events. Therefore, the proposed project would

not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, potential 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; or

Less than significant Impact. Project construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (a Notice of Intent and SWPPP, among others), as well as the pertinent provisions of the City of Perris Development Code. Compliance with the NPDES requirements would ensure that the project's construction-related impacts associated with polluted runoff would be less than significant.

The proposed project would include drainage tributaries that would capture and treat stormwater before directing it to existing storm drains during project operation. As described in the Preliminary Hydraulics and Hydrology Study, the Santa Ana River Water Quality Control Plan (WQCP) would ensure sufficient capacity for stormwater drainage, preventing polluted runoff from the project site. Impacts would be less than significant.

(iv) impede or redirect flood flows?

Less than significant Impact. Area "C" is an undeveloped off-site property to the northwest of the project site (Exhibit 2). Currently, runoff from Area "C" runoff crosses the site and drains to an existing inlet at the southeast corner of the project site. It is then conveyed back to the existing storm drain in Nuevo Road. The proposed project would include a V-ditch to move the storm drainage from Area "C" directly to the existing storm drain in Nuevo Road. The Preliminary Hydrology and Hydraulics Study determined that this storm drain has the capacity to capture this runoff.

The project includes two on-site drainage tributaries: the northern (Area "A") and the southern (Area "B"). Runoff from Area "A" drains northerly to infiltration basin "A" located along the property line and adjacent to Nuevo Road. Runoff from Area "B" flows to Basin "B" located at the southeast corner of the property along the property line and adjacent to Nuevo Road. These drainage basins ultimately flow to existing storm drains. The Preliminary Hydrology and Hydraulic Study determined that the proposed drainage tributaries and basins would provide flood protection. Potential impacts would be less than significant.

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

Less than significant impact. According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center, a portion of the project site is located within Zone X, an area of minimal

flood hazard and a small area of the project site located at the northeast corner is located within Zone AE, which is an area that presents a 1 percent annual chance of flooding.[46]

Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project site is located approximately 34 miles inland from the Pacific Ocean. The nearest water body is Lake Perris which is located to the northeast of the project site. The project site is not expected to be affected by either a tsunami or seiche.

According to the General Plan Safety Element, the project site is located within the Dam Inundation Area for the Lake Perris Dam. The California Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The Perris Dam Modernization Project includes three projects: the Perris Dam Remediation Project, the Outlet Tower Improvements Project, and the Emergency Release Facility Project. The Perris Dam Remediation Project was completed in April 2018, the Outlet Tower Improvements Project is projected to be completed in 2026, and the Emergency Release Facility Project is projected for construction from 2023–2026. This final phase of the project is scheduled to begin construction in spring of 2025. Therefore, potential impacts would be less than significant.

e) Conflict with or obstruct implementation of a Water Quality Control Plan or sustainable groundwater management plan?

Less than significant impact. The proposed project would not conflict or obstruct implementation of a WQCP. The Santa Ana River WQCP includes the City of Perris.[47] The WQCP contains a list of Water Quality objectives. As described above, the stormwater at the project site would be captured in two drainage tributaries, directed toward infiltration basins for treatment, and discharged into existing storm drain lines. The treatment of the stormwater in the infiltration basins would prevent pollutants such as loose sediment from reaching waterways and, therefore, would help maintain these water quality objectives. As such, potential impacts would be less than significant.

Mitigation Measures

None required.

[46] Federal Emergency Management Agency (FEMA). Flood map. Website: https://msc.fema.gov/portal/search?AddressQuery=perris. Accessed January 11, 2024

[47] California Water Boards. 2019. Santa Ana River Basin Plan. Website: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/. Accessed May 3, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The project site is currently undeveloped. The project site has a land use and zoning designation of R-6,000–Residential 6,000. This designation provides for a density range of 4–7 dwelling units per acre. The proposed project would require a Planned Development Overlay, as well as a General Plan Amendment and a Zone Change to make the land use and zoning designations MFR-14. MFR-14 allows a maximum density of 14 dwelling units per acre.

Would the project:

a) **Physically divide an established community?**

No impact. The physical division of an established community is defined as any development that creates a linear feature or removal of a means of access that would impact mobility within in an existing community or between the community and the surrounding area.

The project site is currently vacant. The proposed project would develop residential units. It would not include any features that remove access or impact mobility. No streets or sidewalks would be permanently closed as a result of the development of the proposed project. In fact, off-site improvements, including curb and gutter improvements, a Class I Shared Use Path, and sidewalk, would provide greater connectivity within the community.

Surrounding land uses include mostly residential use, with significant residential use to the east, west, and south of the project. As this project also includes residential development, the proposed project would be compatatible with surrounding land use and would not divide an established community.

No features of the proposed project would physically divide an established community. As such, no impact would occur.

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 impact. As discussed above, the proposed project involves the development of residential units on a site zoned for Residential development, according to the General Plan and City Zoning Map. The proposed project is consistent with these designations. The zoning and land use designation change to Multi-Family Residential would permit attached/detached single-family dwellings, multiple-family development, including apartments and condominiums, supportive and transitional housing, single-room occupancy units, small family day care homes, residential care facilities with a minimum 6,000-square-foot lot area and a maximum density of 14 dwelling units per acre.

As evaluated in Table 11, the proposed project would be consistent with all applicable policies from the City of Perris General Plan that were adopted to avoid or mitigate environmental effects of new development projects.

Table 11: City of Perris General Plan Consistency

Policy Number	Policy	Statement of Consistency
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 (refer to City of Perris General Plan Circulation Element).	**Consistent.** The proposed project would not require any changes to the existing network within the City of Perris. Access to the project site would be provided via two gated driveways allowing for both ingress and egress along Wilson Avenue.
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 proposed project would not require any changes to the existing network within the City of Perris. The proposed project would include construction of a sidewalk along the northbound side of Wilson Avenue. There are already sidewalks along all other portions of Wilson Avenue and Nuevo Road at the project site. There is a signalized intersection with crosswalks at the intersection of Nuevo Road and Wilson Avenue. The proposed project would also include sidewalks in its internal street network. The proposed project would financially support the transportation system through Transportation Uniform Mitigation Fees (TUMF) to pay its fair share of the cost to maintain and

Policy Number	Policy	Statement of Consistency
		improve intersection operations within the City of Perris. The proposed project would not conflict with the Class II bicycle lanes on both northbound and southbound legs of Murrieta Road.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	**Consistent.** See Policy II.B.
Policy V.A	Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.	**Consistent.** See Policy II.B.
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.** Noise levels of up to 60 dBA CNEL are normally acceptable for multi-family development without any special noise insulation requirements. Noise levels of up to 65 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) are conditionally acceptable with conventional construction but with windows closed and fresh air supply systems. The primary source of noise at the project site is traffic on Wilson Avenue and Nuevo Road. Appendix G of the Noise Element shows that the future 65 dBA CNEL noise contour for Wilson Avenue is expected to occur at a distance of 5 feet from the roadway centerline while the 65 dBA CNEL noise contour for Nuevo Road is expected to occur at a distance of 87 feet from the roadway centerline. The proposed buildings would be located beyond these distances. The project site is located within the Airport Influence Area Boundary for March Air Reserve Base/Inland Port Airport (MARB/IPA) and outside the 60 dBA CNEL noise contour area for this airport.
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.** See Policy I.A.

Policy Number	Policy	Statement of Consistency
Conservation Element		
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	**Consistent.** As described in Section 2.4 Biological Resources, the proposed project would protect species protected under the Migratory Bird Treaty Act and Fish and Game Code through implementation of mitigation measures MM BIO-1 and MM BIO-2.
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.** As described in Section 2.4 Biological Resources, the project site lies within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Biological Resources Assessment and MSHCP Consistency Analysis prepared for the proposed project satisfies MSHCP requirements. Implementation of mitigation measures MM BIO-1 through MM BIO-3 would reduce potential impacts to burrowing owls, nesting birds, and any other MSHCP-protected species or habitats.
Policy IV.A	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	**Consistent.** As described in Section 2.5, Cultural and Tribal Cultural Resources, and Section 2.7, Geology and Soils, the proposed project would implement mitigation measures MM CUL-1, MM CUL-2, MM CUL-3, and MM GEO-3 in order to comply with state and federal regulations protecting historical, archaeological, and paleontological resources.
Policy V.A	Coordinate land-planning efforts with local water purveyors.	As described in Section 2.8, Utilities and Service Systems, the proposed project is being coordinated with the Eastern Municipal Water District (EMWD).
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** The proposed project would be required to obtain a General Construction Permit, and would develop a Storm Water Pollution Prevention Plan (SWPPP) and identify Best Management Practices (BMPs) for erosion and sediment control in compliance with the requirements of the National Pollutant Discharge Elimination System (NPDES).
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.	**Consistent.** The northern perimeter of the project site along Nuevo Road to the intersection with Wilson Avenue

Policy Number	Policy	Statement of Consistency
		would be improved to provide a 21-foot-wide parkway consisting of a Class I Shared Use Path Trail. Along the westerly frontage of the project site, Wilson Avenue to the intersection with Nuevo Road would be improved to provide a 6-foot-wide sidewalk and streetlights. There would also be pedestrian paths throughout the project site.
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 applicant proposes to plant trees throughout the project site, primarily along the frontages of Wilson Avenue and Nuevo Road and along the site perimeter. All plant material would be selected from the Riverside County California Friendly Plant Materials list.
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 provide lighting throughout the site.
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 • 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	**Consistent.** As discussed in Section 2.3, Air Quality, the proposed project would comply with all applicable South Coast AQMD rules and regulations. Mitigation measure MM AIR-1 requires the proposed project to prepare and implement a Construction Management Plan.

Policy Number	Policy	Statement of Consistency
Land Use Element		
Policy I.A	Promote a variety in dwelling types, densities and locations to satisfy changing demands as the community evolves and matures	**Consistent.** The proposed townhomes would offer additional choices for future residents seeking housing types other than single-family homes.
Policy II.A	Require new development to pay its full, fair share of infrastructure costs.	**Consistent.** The project applicant would pay all required fees for utilities, transportation, and other public services infrastructure.
Policy II.B	Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** The project applicant would pay all required school impact fees.
Safety Element		
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.** The proposed project would include improvements to Wilson Avenue and Nuevo Road along the project site frontages. Driveways would be at least 36 feet wide in order to provide adequate emergency access.
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.** The proposed project would connect to existing infrastructure adjacent to the project site.
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.** The proposed project would include two, two-way points of access along Wilson Avenue.
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.** According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center, a portion of the project site is located within Zone X, an area of minimal flood hazard. The remainder of the project site is not located within a flood zone. According to the Safety Element, the project site is located within the Dam Inundation Area for the Lake Perris Dam. The California Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The Perris Dam Modernization Project includes

Policy Number	Policy	Statement of Consistency
		three projects: the Perris Dam Remediation Project, the Outlet Tower Improvements Project, and the Emergency Release Facility Project. The Perris Dam Remediation Project was completed in April 2018, the Outlet Tower Improvements Project is projected to be completed in 2026, and the Emergency Release Facility project is projected for construction from 2023–2026. This final phase of the project is scheduled to begin construction in spring of 2025.
Policy S-4.3	Require new development projects and major remodels to control stormwater runoff on-site.	**Consistent.** The proposed project would implement a SWPPP and related BMPs. Stormwater would be captured in two drainage tributaries, directed toward infiltration basins for treatment, and discharged into existing storm drain lines.
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.** According to the FEMA Flood Map Service Center, a portion of the project site is located within Zone X, an area of minimal flood hazard. The remainder of the project site is not located within a flood zone. The project applicant would not be required to prepare a food mitigation plan.
Policy S-4.5	Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	**Consistent.** According to the Safety Element, the project site is located within the Dam Inundation Area for the Lake Perris Dam. The California Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The Perris Dam Modernization Project includes three projects: the Perris Dam Remediation Project, the Outlet Tower Improvements Project, and the Emergency Release Facility Project. The Perris Dam Remediation Project was completed in April 2018, the Outlet Tower Improvements Project is projected to be completed in 2026, and the Emergency Release Facility Project is projected for construction from 2023-2026. This final phase of the Project is

Policy Number	Policy	Statement of Consistency
		scheduled to begin construction in spring of 2025.
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 proposed project is not located within a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is nearly 3 miles west of the project site.
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.** The proposed project would include two access points along Wilson Avenue.
Policy S-5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	**Consistent.** The 2020 Urban Water Management Plan (UWMP) predicts that there will be adequate water supplies in its jurisdictional area during normal years, single dry years, and multiple dry years through 2045, taking into account General Plan growth projections. As described in Section 2.14, the growth induced by the proposed project would be considered planned. As such, the proposed project would have adequate water supplies and conveyance capacity to meet demands. See Section 2.18, Utilities and Service Systems, for more information.
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.** The nearest public airport to the project site is Perris Valley Airport, located 2.02 miles southwest of the project site. However, the project site is not located within the area subject to the Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport. The project site is within the Airport Influence Area for MARB/IPA in Zone D which allows for residential development. See Section 2.9 Hazards and Hazardous Materials and Section 2.13 Noise for more information.
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.	**Consistent.** The project site is located within the Airport Influence Area for MARB/IPA in Zone D. The MARB/IPA ALUCP indicates that there are no restrictions to residential development within Zone D.

Policy Number	Policy	Statement of Consistency
Policy S-6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	**Consistent.** The project site is located within the Airport Influence Area for MARB/IPA in Zone D. The MARB/IPA ALUCP indicates that there are no restrictions to residential development within Zone D.
Policy S-7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent.** As described in Section 2.7 Geology and Soils, the nearest fault is located 12.75 miles to the east. Project design and construction would be required to comply with applicable General Plan policies and provisions of the California Building Code, which would reduce risks associated with strong seismic ground shaking in the event of an earthquake.
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.	**Consistent.** A Geotechnical and Infiltration Evaluation was prepared by GeoTek, Inc., on January 12, 2021, and is included in Appendix D.
Housing Element		
Policy 1.4	Locate higher density residential development in close proximity to public transportation, services, and recreation.	**Consistent.** The proposed townhomes are considered higher density residential development. The proposed project includes recreational areas and amenities, including a playground, pool, and pickleball courts. The project site is walking distance from two elementary schools and one high school.
Policy 6.1	Comply with all adopted federal and state actions to promote energy conservation.	**Consistent.** As further described in Section 2.6, Energy, the proposed project would comply with existing State energy standards and with energy conservation policies contained in the General Plan.
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 proposed project would provide park and recreational areas and the project applicant would also pay in-lieu fees.
Open Space Element		
Goal 3.1 Policy	Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and	**Consistent.** The project site is bounded on all sides by existing residential developments, and the proposed

Policy Number	Policy	Statement of Consistency
	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.	project would be compatible with the surrounding uses.
Goal 3.1 Policy	Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent.** The project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.
Goal 3.1 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.** The proposed project includes improvements to Nuevo Road, including a Class I Shared Use Path Trail. Pedestrians would also be able to navigate the project site via a network of sidewalks, and a dog trail that would run along the southern boundary of the proposed project.

The project site is located within the Airport Influence Area Boundary for MARB/IPA. The MARB/IPA ALUCP Compatibility Map (Map MA-1) shows that the project site is located within Zone D, which is a Flight Corridor Buffer. The MARB/IPA ALUCP indicates that there are no restrictions to residential development within Zone D.

The Riverside County ALUC conducted a consistent review of the proposed project and indicated that the proposed project would be consistent with the 2014 MARB/IPA ALUCP given that certain conditions are met. These conditions are included within the ALUC consistency review and would be incorporated within the proposed project. As such, potential impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Evaluation

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?

No impact. According to the California Department of Conservation, Maps of Mines and Mineral Resources, the project site is identified within an area depicted as urban land and lies on the edge of Mineral Resource Zone (MRZ)-1, which denotes areas where little likelihood of significant mineral deposits exists.[48] Therefore, there would be no impacts to State or regionally significant mineral resources.

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. As discussed above, the project site does not lie within an MRZ of State or regional importance. Furthermore, according to the City of Perris General Plan, the project site and surrounding area are developed as urban land and the project site is designated for residential development. No mining or mineral resource recovery operations operate within the vicinity of the project site. No impact would occur.

Mitigation Measures

None required.

[48] California Department of Conservation. 2015. California Geological Survey. (CGS) Information Warehouse: Mineral Land Classification. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed January 8, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 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 the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Environmental Evaluation

Setting

The proposed project site is located within the City of Perris, in the County of Riverside, California. The project site is surrounded by residential development and is currently undeveloped and covered with low grasses and scrubland. Directly the south and east of the project site are the closest single-family homes to the project site.

The dominant noise source at the project site is traffic on Nuevo Road and Wilson Avenue adjacent to the project site. Other noise sources in the project vicinity include daytime activity at the elementary school located to the northeast of the project site and noise from the surrounding residential land uses.

Regulatory Framework

The project site is located in the City of Perris, in the County of Riverside. The City of Perris addresses noise in the Noise Element of its General Plan,[49] and in its Municipal Code.[50]

[49] City of Perris. 2016. City of Perris General Plan. Noise Element. Website: https://www.cityofperris.org/home/showpublisheddocument/461/637203139725000000. Accessed April 9, 2024.
[50] City of Perris. 2022. City of Perris Municipal Code. Website: https://library.municode.com/ca/perris/codes/code_of_ordinances. Accessed April 9, 2024.

City of Perris General Plan

The City of Perris adopted its General Plan Noise Element in August of 2016. The objective of the General Plan's Noise Element is to limit population exposure to physically and/or psychologically damaging or intrusive noise levels. To assist with meeting its objective, the Noise Element of the City's General Plan establishes the Land Use/Noise Compatibility Guidelines. These guidelines are summarized below.

The land use category listed in the City's Land Use/Noise Compatibility Guidelines that most closely applies to the proposed project is single-family residential. Under this designation, noise environments up to 60 dBA CNEL are considered "normally acceptable" for new residential land use development. Environments with ambient noise levels ranging from 60 dBA to 75 dBA CNEL are considered "conditionally acceptable" for this type of land use development; as such, development should only be undertaken after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, would normally suffice.

The following are the goals, policies, and implementation measures that are applicable to the project.

Goal I **Land Use Siting. Future land uses compatible with projected noise environments.**

Policy 1.A The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measures

I.A.1 All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise-sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

I.A.3 Acoustical studies shall be prepared for all new development proposals involving noise-sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.

I.A.4 As part of any approvals of noise-sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.

City of Perris Municipal Code

The City of Perris establishes noise performance standards in its noise ordinance. Ordinances applicable to the proposed project are summarized below.

General Prohibition (Section 7.34.050)

The City's has established general exterior sound level limits at residential properties to a maximum noise level of 60 dBA maximum noise/sound level (L_{max}) from 10:01 p.m. to 7:00 a.m., and of 80 dBA L_{max} from 7:01 a.m. to 10:00 p.m. Furthermore, operational noise levels that exceed these standards and would cause the noise level as measured at an affected property line to exceed the ambient noise level by more than 1.0 decibels shall be presumed to be in violation of this section.

Construction Noise (Section 7.34.060)

The City has established that noise generated from construction activity shall not exceed 80 dBA L_{max} in residential zones in the City. Additionally, construction activities are prohibited 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.

Impact Analysis

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?

Less than significant impact with mitigation incorporated.

Construction Noise Impacts

A significant impact would occur if the proposed project resulted in a conflict with the City's limitation on permissible hours for construction activity or an exceedance of the construction noise performance standard of 80 dBA L_{max} as measured at receiving residential land uses.

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Construction-Related Traffic Noise

Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. One type of short-term noise impact that could occur during project construction would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers and construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the site. Because workers and construction equipment would use existing routes, noise from passing trucks would be similar to existing vehicle-generated noise on these local roadways. Typically, a doubling of the Average Daily Traffic (ADT) hourly volumes on a roadway segment is required in order to result in an increase of 3 dBA in traffic noise levels; which, as discussed in the characteristics of nose discussion above, is the

lowest change that can be perceptible to the human ear in outdoor environments. Documented existing traffic volumes along Wilson Avenue adjacent to the project site consist of 121 trips during the AM peak-hour and 178 trips during the PM peak-hour. Based on the CalEEMod model output calculations for projected construction-period daily trips, project-related construction trips would not double these existing traffic volumes along any roadway segment in the project vicinity. For this reason, short-term intermittent noise from construction trips would not be expected to result in a perceptible increase in hourly or daily average traffic noise levels in the project vicinity. Therefore, short-term construction-related noise impacts associated with the transportation of workers and equipment to the project site would be less than significant.

Construction Equipment Operational Noise

The second type of short-term noise impact is related to noise generated during construction at the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

The loudest pieces of heavy construction equipment that would be used on the project site are graders, excavators, and dozers. Based on the information provided in the Highway Construction Noise Handbook,[51] the maximum noise level generated by these types of equipment is 85 dBA L_{max} as measured at 50 feet from the operating equipment. The effect on sensitive receptors is evaluated below.

The closest noise-sensitive receptors to the project site are the single-family residences to the immediate south and east of the project site. The façades of these single-family homes would be located approximately 30 feet from the nearest footprint of construction activity where the loudest pieces of heavy construction equipment would operate during project construction. At this distance, and assuming minimal shielding by the existing fence, relative worst-case maximum construction noise levels would range up to 86 dBA L_{max}, with reasonable worst-case hourly average noise levels ranging up to 85 dBA L_{eq}. The noise calculation sheet is attached to this document.

[51] Federal Highway Administration. 2006. Highway Construction Noise Handbook. August.

These reasonable worst-case construction noise levels would only occur periodically throughout the day as construction equipment operates along the nearest project boundaries. Additionally, these noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site.

To ensure the protection of noise-sensitive receptors from potential high single-event noise exposure that could possibly cause an intermittent noise nuisance during construction, mitigation would be required. Mitigation measure MM NOI-1 listed below requires the installation of a temporary noise barrier and enforcing best management noise reduction measures. In particular, temporary noise barriers rated to achieve a noise attenuation of at least 10 dBA shall be installed to shield the sensitive residential receptors south and east of the project site from noise generated by the proposed project's on-site construction activities. The noise barriers shall be installed prior to site preparation and grading activities and shall be maintained until all site preparation and grading activity (or the operation of heavy construction equipment) is complete, at a minimum. This would ensure that construction noise levels would be reduced to below the City's applicable daytime threshold of 80 dBA L_{max} as measured at the nearest off-site receptors.

As a result, implementation of mitigation measure MM NOI-1 and best noise management practices would ensure the proposed project would not result in substantial temporary increases at the off-site sensitive receptors above standards established in the City's applicable standards. Therefore, construction noise impacts on sensitive receptors in the project vicinity would be reduced to less than significant with mitigation incorporated.

Mobile Source Operational Noise

A significant impact would occur if implementation of the proposed project would result in a substantial increase in traffic noise levels compared with traffic noise levels existing without the project. As noted in the characteristics of noise discussion, audible increases in noise levels refer to a change of 3 dBA or more, as this level has been found to be barely perceptible to the human ear in outdoor environments. Therefore, an increase of 3 dBA or above existing traffic noise levels would be considered a substantial permanent increase in traffic noise levels for the purpose of this analysis.

The existing traffic volumes along Wilson Avenue adjacent to the project site consist of 121 trips during the AM peak-hour and 178 trips during the PM peak-hour. Based on the traffic study prepared for the project by TJW Engineering, Inc., dated March 1, 2024, the proposed project would generate 68 new trips during the AM peak-hour and 80 new trips during the PM peak-hour. Therefore, these project trips would not result in a doubling of traffic volumes along any roadway segment in the project vicinity on an hourly or on a 24-hour average basis, and, therefore, would not result in a 3 dBA increase that would be considered substantial.

Therefore, potential impacts from project-related traffic noise levels would not result in a substantial permanent increase in traffic noise levels in excess of applicable standards, and the impact would be less than significant.

Stationary Source Operational Noise Impacts

A significant impact would occur if implementation of the proposed project would result in a substantial increase above the City's noise performance thresholds. The City limits exterior sound levels as measured at residential properties to 60 dBA L_{max} from 10:01 p.m. to 7:00 a.m. and 80 dBA L_{max} from 7:01 a.m. to 10:00 p.m. Furthermore, operational noise levels that exceed these standards and would cause the noise level as measured at an affected property line to exceed the ambient noise level by more than 1 decibel shall be presumed to be in violation of this section.

The proposed project would generate noise from new exterior mechanical equipment sources, such as air conditioning ventilation systems. Potential impacts from these noise sources are discussed below.

Mechanical Equipment Operations

Reference noise levels from residential grade mechanical ventilation equipment range from 50 dBA to 70 dBA L_{eq} at a distance of 3 feet.

The nearest noise-sensitive receptors are the single-family residences located to the south and east of the project site, located approximately 60 feet from the nearest proposed mechanical ventilation equipment. At this distance, noise generated by proposed mechanical ventilation equipment would attenuate to below 44 dBA L_{max}. Therefore, these noise levels would not exceed the City's most restrictive noise performance standard, the nighttime noise performance threshold of 60 dBA L_{max}.

The proposed mechanical ventilation equipment operational noise levels would not result in a substantial permanent increase in ambient noise levels in excess of the City's noise performance standards levels as measured at the nearest off-site residential property. Therefore, noise levels from mechanical ventilation equipment operations would not generate a substantial temporary or permanent increase in ambient noise levels in the project vicinity and would be less than significant.

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

Less than significant impact. A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City of Perris has not established vibration standards for temporary construction activities. Therefore, the Federal Transit Administration's vibration impact criteria are utilized for the purpose of this analysis. The Federal Transit Administration has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.[52] However, the City has established a standard for ongoing operational activity vibration impacts, which is to prohibit operations that would generate vibration which is discernible beyond the boundary line of a property.

Short-Term Construction Vibration Impacts

Of the variety of equipment used during construction, the large vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne

[52] Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. September.

vibration levels. Large vibratory rollers produce groundborne vibration levels ranging up to 0.201 inch per second peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest off-site structure to the project construction footprint is a shed located on a single-family residence property south of the project site. The façade of this shed structure would be located approximately 40 feet from the construction footprint where large vibratory rollers would potentially operate. At this distance, groundborne vibration levels would range up to 0.09 inch per second PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the Federal Transit Administration's Construction Vibration Impact Criteria of 0.2 inch per second PPV for this type of structure, a building of nonengineered timber and masonry construction. Therefore, project construction activities would not generate groundborne vibration or groundborne noise levels in excess of established standards, and the impact to off-site receptors from short-term groundborne vibration associated with construction would be less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any new permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments beyond the boundary line of the project property. Additionally, there are no active sources of groundborne vibration in the project vicinity that would produce vibration levels that would be perceptible without instruments within the project site. Therefore, the proposed project would not generate groundborne vibration or groundborne noise levels in excess of established standards and there would be no impact related to operational groundborne vibration.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less than significant impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

The nearest public airport to the project site is Perris Valley Airport, located approximately 2.02 miles southwest of the project site. According to the Final Air Installation Compatible Use Zones Study for March Air Reserve Base, the project site is well beyond the 60 dBA CNEL noise contour zone for MARB/IPA. Pursuant to the City of Perris General Plan Noise Element, noise levels of up to 60 dBA CNEL are normally acceptable for new residential development without any special noise insulation requirements.

Therefore, while aircraft noise is occasionally audible at the project site from aircraft flyovers, aircraft noise associated with nearby airport activity does not exceed adopted noise level standard for residential uses. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess

of normally acceptable standards for the proposed land use development, and a less than significant impact would occur.

Mitigation Measures

MM NOI-1 Prior to the issuance of grading permits, noise barriers rated to achieve a noise attenuation of at least 10 dBA shall be installed to shield the sensitive residential receptors to the south and east of the project site from noise generated by the proposed project's on-site construction activities. The noise barriers shall be installed prior to grading activities and shall be maintained until all site preparation and grading activity (or the operation of heavy construction equipment) is complete, at a minimum.

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

Environmental Evaluation

Setting

According to the California Department of Finance, the City of Perris had an average of 4.05 persons per household and a population of 78,948 as of January 1, 2023.[53]

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. The project site has both a General Plan Land Use and Zoning Designation of R-6,000–Residential 6,000 which allow for a density between 4–7 dwelling units per acre (Exhibits 3a and 3b).[54] Given that the project site is 11.62-acres, and using the average of 4.05 persons per household, development under the existing land use designation would have allowed for approximately 81 residential units, or 328 additional people.

The proposed project would require a Planned Development Overlay, as well as a General Plan amendment and rezoning change to MRF-14–Multi-Family Residential 14 which would allow a maximum density of 14 dwelling units per acre (Exhibits 5a and 5b). The proposed project would develop 141 townhome style condominiums. Assuming a 4.05 persons per household ratio as discussed above, it is estimated that the proposed project would add approximately 571 persons to the City's population. This is an increase of 247 people or a 57 percent increase over what would

[53] State of California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023. Accessed January 20, 2024.

[54] City of Perris. 2023. City of Perris Map Viewer. Website: https://experience.arcgis.com/experience/63da7b7d741c4a7f8851b035e85e18d5?data_id=dataSource_1-18628b54f89-layer-13%3A225924. Accessed September 26, 2023.

have been anticipated by the General Plan for the project site. This is a nominal increase of 0.3 percent increase over the existing population in the City.

Although the proposed project would lead to a 0.3 percent increase above existing population growth, the Riverside County Center for Demographic Research estimates that the population of Perris will top 84,881 by the year 2030.[55] Given that the current population of the City is only 78,948, the additional people added by this project would not be considered unplanned growth given overall population projections. Therefore, no unplanned population growth would occur and potential impacts would be less than significant.

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

No Impact. The project site is currently vacant and does not contain any existing housing. Since the site is vacant, no existing people or housing would be displaced as part of the proposed project's implementation and no replacement housing would be required. No impact would occur.

Mitigation Measures

None required.

[55] City of Perris. 2022. General Plan Housing Element. Website:https://www.cityofperris.org/home/showpublisheddocument/15476/638006509560800000. Accessed January 20, 2024

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

Setting

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:

Fire protection and emergency medical services to the City of Perris are provided under contract by the Riverside County Fire Department. The nearest fire station to the project site is Riverside County Fire Station 101 located at 105 S F Street approximately 1.06 miles to the southwest.

The City of Perris contracts with the Riverside County Sheriff's Office for police services.[56] The closest police station to the proposed project is located at 137 North Perris Boulevard approximately 0.95 mile southwest of the project site. and operates 24 hours per day.

The City of Perris is served by five school districts. The project site falls within the boundaries of the Perris Elementary School District and the Perris Union High School District.[57]

The nearest park to the proposed project is Patriot Park, located 0.38 mile southeast of the project site.

[56] City of Perris. 2020. Police. Website: http://www.cityofperris.org/departments/police. Accessed January 23, 2024.
[57] Perris Union High School District. School Boundaries and Transfers. Website: https://www.puhsd.org/school-boundaries-transfers. Accessed January 24, 2024.

a) Fire protection?

Less than significant impact. Impacts associated with fire protection may be considered potentially significant if they result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. The City has established Developer Impact Fees in Municipal Code Chapter 19.68 to ensure the level of fire protection services are maintained with new development and that response times are improved and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities. Payment of this fee would reduce potential impacts to fire protection services provided by the Riverside County Fire Department to a less than significant level.

b) Police protection?

Less than significant impact. The Sheriff's Office aims to achieve a ratio of approximately one officer for every 1,000 residents.[58] It is not currently meeting this target. The City has established Developer Impact Fees in Municipal Code Chapter 19.68 to ensure the level of police protection services are maintained with new development and that response times are improved and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities. Payment of this fee would reduce potential impacts to police protection services provided by the Riverside County Fire Department to a less than significant level.

c) Schools?

Less than significant impact. As mentioned in Section 2.14, Population and Housing Section, the proposed project would result in the development of 141 townhome style condominiums. The student generation rate for the Perris Union High School District is 0.4590 students per single-family dwelling unit, meaning approximately 65 new students would be generated from the proposed project.[59] This student growth rate is within Perris Union High School District projections which projects a 5.74 percent increase in 2023-2024 (around 500 students per year).[60] The student generation rate for the Perris Elementary School District is 0.3935 students per single-family dwelling unit, meaning approximately 55 new students would be generated.[61]

As required by Government Code Section 65995, the project applicant would be required by state law pay the required developer fees toward the cost to offset impacts from the students that would be generated by the project. The project applicant would be required to pay the school fees in place when building permits have been acquired for the construction of the project. Payment of the

[58] City of Perris General Plan. 2021. Safety Element. Website: https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed March 4, 2024.
[59] 141 housing units x .4590 students per housing unit = 64.7 students
[60] Perris Union High School District. 2023 School Facilities Master Plan. Website: https://resources.finalsite.net/images/v1692807001/puhsdorg/ngf1bzllg9lw1h04qc8g/PUHSD-MasterPlan-2023-InteractivePDF.pdf. Accessed May 3, 2024.
[61] Perris Elementary School District. 2023. School Facilities Needs Analysis. April 5. Website: https://www.perrisesd.org/cms/lib/CA01901047/Centricity/domain/23/sfna/Final%20PESD%20SFNA%202023%20Report%204.5.2023.pdf. Accessed May 16, 2024

required developer fees would reduce the potential impact of the project to the school districts to a less than significant level

d) Parks?

Less than significant impact. The City of Perris standard for parkland is to maintain a ratio of 5 acres per 1,000 residents. As of 2021, the existing level of service for City parks was 2.4 acres per 1,000 residents.[62] Per Ordinance 953 and General Plan Policy I.B, residential developers are required to dedicate 5 acres of parkland for every 1,000 residents projected to occupy new homes or instead pay an in-lieu fee.[63] As the proposed project is expected to add approximately 571 residents to the City's population, it would be required to dedicate 2.855 acres of parkland to the project site.[64] The proposed project would provide 32,215 square feet of recreational area available to project residents including a pool, tot lot, pickleball court, turf field, picnic area, bocce ball and corn hole court, and a trail. As these park and recreational facilities would not be publicly accessible, the project applicant would be required to pay an in-lieu fee for parkland. Therefore, potential impacts would be less than significant.

e) Other public facilities?

Less than significant impact. As discussed in the population and housing section, the proposed project would allow for an increased density beyond what was originally planned for the project site, which could result in a nominal increase to overall planned population in the City. Adding approximately 571 people to the project site would be an increase of 247 people, or a 57 percent increase over what would have been anticipated by the General Plan for the project site. This is a nominal increase of 0.3 percent over the existing population in the City.

Although the proposed project would lead to a 0.3 percent increase above existing population growth, the Riverside County Center for Demographic Research estimates that the population of Perris will top 84,881 by the year 2030.[65] Given that the current population of the City is only 78,948, the additional persons added by this proposed project would not be considered unplanned growth given overall population projections. Therefore, demand for public facilities would remain relatively similar to that projected in the General Plan and potential impacts would be less than significant.

Mitigation Measures

None required.

[62] City of Perris. 2021. Community Services Master Plan. August.
[63] City of Perris. 2006. General Plan Open Space Element.
[64] 5 acres * 571 residents/ 1000 residents = 2.855 acres.
[65] City of Perris. 2022. General Plan Housing Element. Website:https://www.cityofperris.org/home/showpublisheddocument/15476/638006509560800000. Accessed January 20, 2024.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☒	☐	☐

Environmental Evaluation

Setting

There are currently a total of 27 parks within City limits, comprised of approximately 189 acres of formal parks and community facilities.[66,67] Park facilities include neighborhood, community, and special use parks, and riding and hiking trails. Within General Plan 2030s Open Space Element, open space for recreational uses is categorized as either for "active" or "passive" recreation. Active recreation includes sports activities such as baseball, soccer, and tennis, and active play on swings, slides and similar play equipment. Active recreational venues typically require site improvements such as paved court areas, lighting, and playground equipment. Passive recreation is identified as activities such as walking, hiking, and picnicking, requiring minimal site improvements or amenities.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. The City of Perris standard for parkland is to maintain a ratio of 5 acres per 1,000 residents. Per Ordinance 953 and General Plan Policy I.B, residential developers are required to dedicate 5 acres of parkland for every 1,000 residents projected to occupy new homes or instead pay an in-lieu fee.[68] As the proposed project is expected to add approximately 571 residents to the City's population, it would be required to dedicate 2.855 acres of parkland to the project site.[69] The proposed project would provide 32,215 square feet of recreational area available to project residents including a pool, tot lot, pickleball court, turf field, picnic area, bocce ball and corn hole court, and a trail. As these park and recreational facilities would not be publicly accessible, the

[66] City of Perris. 2021. Community Services Master Plan. August.
[67] City of Perris. City Parks. Website: https://www.cityofperris.org/our-city/community-info/perris-city-parks. Accessed January 23, 2024.
[68] City of Perris. 2006. General Plan Open Space Element.
[69] 5 acres * 571 residents/ 1000 residents = 2.855 acres.

project applicant would be required to pay an in-lieu fee for parkland. Therefore, potential impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than significant impact with mitigation incorporated. The proposed project includes 65,000 square feet of common open space in addition to recreational facilities such as pickleball courts, a playground, and pool. These recreational features are analyzed as part of the project. Therefore, the potential impacts would be less than significant with implementation of the mitigation measures recommended throughout this Initial Study/MND.

Mitigation Measures

No additional mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.17 Transportation *Would the project:*				
a) Conflict with a program plan, ordinance or policy of 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

The following analysis is based on the Traffic Impact Study dated March 1, 2024, prepared by TJW Engineering, Inc., and included in Appendix G.

Street Network

Several key transportation facilities in the City provide access to the project site:

> **Wilson Avenue** is designated as a Collector Street,[70] currently providing two motor vehicle lanes (one per direction), with a posted speed limit of 25 mph. On-site street parking is provided. There is a sidewalk on the southbound side of the street adjacent to the project site. North and south of the project site, sidewalks are provided on both sides.
>
> **Nuevo Road** is a Secondary Arterial Street and provides four lanes (two in each direction), with a posted speed limit of 40 mph. On-site street parking is provided. There are sidewalks on each side of the street in the vicinity of the project site.

[70] The width of collector streets can range from 40 feet to 64 feet curb-to-curb with 6 feet of sidewalk on both sides depending on the particular design and traffic volumes to be served. Collector streets should have adequate capacity at their intersections with arterial streets in order to provide adequate numbers of traffic lanes to serve anticipated volumes within the prescribed level of service standard. This may mean that the curb-to-curb width may be wider for portions of the collector street at the approach to a particular intersection depending on the requirements based on a traffic study.

Redlands Avenue is designated as a Secondary Arterial Street,[71] currently providing four lanes (two per each direction), with a posted speed limit of 45 mph. Sidewalks are provided on both sides of the street.

Jade Avenue is designated as a Collector Street, currently providing two motor vehicle lanes (one per direction), with a posted speed limit of 25 mph. On-street parking is provided. Sidewalks are provided on both sides of the street.

Murrieta Road is a Collector Street, currently providing two motor vehicle lanes (one per direction), with a posted speed limit of 25 mph. On-site parking is provided. There are Class II bicycle lanes[72] on both the northbound and southbound legs of Murrieta Road. North of the project site, sidewalks are provided on both sides of the street.

I-215 runs north to south through the City of Perris and is designated as a freeway. The freeway is four lanes south of Redlands Avenue and six lanes north of Redlands Avenue.

SR-74 State Route 74 generally runs east–west, connecting Ethanac Road east of Perris with the downtown area and continuing to Navajo Road.

Between Case Road and 4th Street, SR-74 and I-215 are the same roadway. SR-74 is four lanes from I-215 west through downtown Perris and is two lanes west of Navajo Road and east of I-215. Both roads are owned and maintained by Caltrans.

Public Transit Services

The City is served by the Riverside Transit Authority (RTA), the transit operator for the Riverside County area, which operates bus routes throughout the County. There are no RTA bus routes with stops within 0.5 mile of the project site.

City of Perris General Plan Circulation Element Policies

Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.

Implementation Measure III.A.2: Use redevelopment agreements, revenue sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.

[71] Arterial streets in general vary from a curb-to-curb width of 64 feet to 86 feet.
[72] Class II (Bike Lane) provides a dedicated lane for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.

Implementation Measure IV.A.4: Maximize access for pedestrians and encourage the removal of barriers in public rights-of-way (walls, easements, and fences) for safe and convenient movement of pedestrians.

Implementation Measure IV.A.5: Incorporate pedestrian paths or sidewalks in road design standards and provide tree easements between curbs and paths or sidewalks except within the Downtown Specific Plan Area.

Policy VIII.D Support Riverside County Transportation Commission and Riverside Transit Authority educational efforts related to Transportation Demand Management (TDM) measures and transit benefits.

Implementation Measure VIII.D.1: Implement the City's Transportation Control Measure (TCM) Ordinance to comply with federal, State, regional and local requirements.

Would the project:

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

Less than significant. The proposed project would include construction of a sidewalk along the northbound side of Wilson Avenue. There are already sidewalks along all other portions of Wilson Avenue and Nuevo Road at the project site. There is a signalized intersection with crosswalks at the intersection of Nuevo Road and Wilson Avenue. The proposed project would also include sidewalks in its internal street network. The proposed project would not provide additional transit facilities. It would provide five bicycle parking spaces in the recreation area.

In addition, the proposed project would financially support the transportation system through Transportation Uniform Mitigation Fees (TUMF) to pay the its fair share of the cost to maintain and improve the intersection operations within the City of Perris. Therefore, potential impacts would be less than significant.

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

Less than significant impact. Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The following screening criteria adopted by the City of Perris are based on the recommendations from California Governor's Office of Planning and Research and the WRCOG for setting screening thresholds for land use projects:

- Is the project 100 percent affordable housing?
- Is the project within 0.5 mile of qualifying transit?
- Is the project a local serving land use?
- Is the project in a low VMT area?

Per the WRCOG VMT tool, the project is within a low VMT generating Traffic Analysis Zone (TAZ). This means that the proposed project has a VMT per capita or VMT per employee that is less than or equal to the citywide average.

The citywide average is 32.20 VMT/Capita. The VMT Rate of the project site's TAZ is 25.90 VMT/Capita. The VMT Scoping Form for the proposed project is included in Appendix A of the Traffic Impact Study.[73] As such, the proposed project would not conflict with State CEQA Guidelines Section 15064.3, subdivision (b) and potential impacts would be less than significant.

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. To ensure sufficient vehicular circulation, a queue analysis was conducted at both proposed project driveways as part of the Traffic Impact Study. The results for the 95th percentile indicated, for the northerly driveway, a minimal queue length of four vehicles. As the maximum 95th percentile queue length calculated was just over 2 feet, the northerly driveway length is not anticipated to create significant queueing issues along Wilson Avenue. For the southerly driveway, a queue length of one vehicle was found. Based on the 95th percentile queue length of less than one foot, the southerly driveway is also not anticipated to create queueing issues at the intersection with Wilson Avenue.

As required, roadways adjacent to the proposed project site and site access points would be constructed in compliance with recommended roadway classifications and respective cross-sections in the Perris Circulation Element, or as directed as applicable by the City of Perris Engineer.

Sight distance at each project access point would be reviewed with respect to standard Caltrans and City of Perris sight distance standards at the time of final grading, landscaping, and street improvement plans. Adjustments would be made as required. Therefore, potential impacts would be less than significant.

d) Result in inadequate emergency access?

Less than significant impact. The project site would be accessed via two gated driveways along Wilson Avenue, one of which would be 40 feet wide, and one of which would be 24 feet wide. Per the Municipal Code, the minimum driveway width for single-lane entrances and/or exits in the City is 20 feet. The internal street network ranges from 24 to 36 feet in width. The internal street network would provide access to all townhomes. As such, sufficient emergency access would be provided and potential impacts would be less than significant.

Mitigation Measures

None required.

[73] Note: The City's current VMT Scoping Form for Land Use Projects contains an error. The Average City Home-Based VMT as written on the form is 15.05. However, the true Average City Home-Based VMT is 32.20, as shown on the WRCOG VMT Tool screenshot enclosed in Appendix A of the Acacia Pointe Traffic Impact Analysis, which is enclosed in Appendix G of this Draft Initial Study/MND.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Setting

The EMWD provides potable water to 555 square miles in Riverside County, including the City of Perris, as well as wastewater collection, treatment, and disposal services. The EMWD received 75 percent of its water supply from water purchased and imported from the Metropolitan Water District and 25 percent from groundwater pumping.[74] Water is delivered to the City through five metered connections to the City's water main network.[75]

The EMWD's sanitary sewer system serves most of the City of Perris and its Sphere of Influence, while the City of Perris Sewer District owns and maintains sanitary sewers in and around downtown Perris. All sanitary sewers connect to EMWD-owned sewer trunk lines, which convey sewage to the

[74] Eastern Municipal Water District. 2020. Urban Water Management Plan. July 1.
[75] City of Perris. 2004. City of Perris General Plan Environmental Impact Report. Website: https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000. Accessed January 26, 2024.

Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility treats an average of 15.5 million gallons per day and has a current capacity of 22 million gallons per day and an ultimate capacity of 100 million gallons per day.[76]

Existing regulations within the Perris Municipal Code ensure stormwater quality compliance with the NPDES as administered by the Santa Ana RWQCB for all development within the City under the General Plan. In addition, the Santa Ana River Basin Regional Drainage Area Master Plan was prepared to meet the requirements of the NPDES permit for overall stormwater management strategies planned by Riverside County. As such, the Santa Ana RWQCB NPDES permit and all development within Riverside County is subject to the provisions within the Santa Ana River Basin Regional Drainage Area Master Plan. [77] As discussed in Section 1.4.8, the proposed project would include an internal 8-inch sewer line which would connect to an existing 21-inch sewer line located beneath Wilson Avenue.

SCE provides electricity and natural gas services within the City of Perris. SCE has indicated that they are a 'reactive' utility and provide electricity and natural gas as customers request their services.

As noted in Section 1.5.5, the proposed project would receive telecommunication services from Sprint and cable services from Verizon.

Would the project:

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

Less than significant impact.

Water

As described above, the EMWD would provide potable water to the proposed project via the Metropolitan Water District and groundwater basins. The proposed project would connect to the existing water main within Nuevo Road via a 10-inch fire water service line, a 3-inch domestic water service line, and a 2-inch irrigation service line, the construction of which have been considered in this document. As such, the proposed project would not result in the relocation or construction of new or expanded water facilities which could cause significant environmental effects.

Wastewater

As described above, wastewater services are provided to the City and its Sphere of Influence via sanitary sewer lines owned by the City and sewers owned by the EMWD, both of which connect to EMWD-owned trunk lines that convey wastewater to the Perris Valley Regional Water Reclamation Facility. The EMWD would provide wastewater services to the proposed project. The proposed project would connect to existing sanitary sewers lines located beneath Nuevo Road and Wilson

[76] Eastern Municipal Water District (EMWD). 2021. Perris Valley Regional Water Reclamation Facility. Website: https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1620227213. Accessed January 30, 2024.
[77] City of Perris. Draft Environmental Impact Report City of Perris General Plan 2030. Website: https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000. Accessed January 30, 2024.

Avenue, and the construction of the connections has been considered in this document. As such, the proposed project would not result in the relocation or construction of new or expanded wastewater facilities which could cause significant environmental effects.

Stormwater

As described above, the City's Public Works Department monitors and manages stormwater runoff in the City. The project site in its existing state is vacant and undeveloped and implementation of the proposed project would, therefore, result in an increase in impervious surface and stormwater runoff. Stormwater at the project site would drain into stormwater detention basins located at the northwestern and southwestern corners of the project site via storm drains located beneath the proposed drive aisles accompanying the proposed project. Water from these basins would flow to existing storm drains beneath Nuevo Road and beneath adjoining development to the west. As such, no new off-site stormwater infrastructure would be required, and potential impacts would be less than significant.

Electric Power, Natural Gas, and Telecommunications

The proposed project would connect to electricity and gas infrastructure located near the project site. As described above, the City is provided electricity and natural gas services by SCE. SCE has indicated that it is a reactive utility and provides services as requested by customers. Telecommunication services would be provided by Sprint and Verizon via infrastructure near the project site. Implementation of these connections would be required to abide by applicable federal, State, and local regulations to avoid significant environmental impacts. Potential impacts would be less than significant.

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 adopted their 2020 Urban Water Management Plan (UWMP) in July 2021, which confirms current district consumption of 84,673 acre-feet per year (AFY), with single-family and multi-family sectors accounting for 58,697 AFY of water consumption. As shown in Table 12, residential water demand is expected to increase to a total of 94,600 AFY in 2045.[78]

Table 12: Projected Single-family and Multi-family Water Demand

	Projected Water use				
Use Type	**2025**	**2030**	**2035**	**2040**	**2045**
Single-family	69,900	71,700	76,700	80,500	84,000
Multi-family	8,500	9,100	9,700	10,200	10,600
Total	**78,400**	**80,800**	**86,400**	**90,700**	**94,600**
Notes:					

[78] Eastern Municipal Water District (EMWD). 2021. 2020 Urban Water Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed January 30, 2024.

Use Type	Projected Water use				
	2025	2030	2035	2040	2045

[1] Eastern Municipal Water District (EMWD). 2021. 2020 Urban Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed January 30, 2024.

The 2020 UWMP predicts that there will be adequate water supplies in its jurisdictional area during normal years, single dry years, and multiple dry years through 2045. As shown in Table 13, supply would exactly match demand in all scenarios through the year 2045.[79]

Table 13: Projected Normal and Dry-Year Supply and Demand Totals

Year Scenario	Supply/Demand	Projected Water Use				
		2025	2030	2035	2040	2045
Normal Year	Supply Totals	208,900	214,900	228,900	241,000	251,500
	Demand Totals	208,900	214,900	228,900	241,000	251,500
Single Dry Year	Supply Totals	215,900	221,900	236,300	248,300	259,200
	Demand Totals	215,900	221,900	236,300	248,300	259,200
Second Dry Year	Supply Totals	195,900	202,400	215,100	225,900	235,900
	Demand Totals	195,900	202,400	215,100	225,900	235,900
Third Dry Year	Supply Totals	197,000	205,100	217,300	228,000	237,900
	Demand Totals	197,000	205,100	217,300	228,000	237,900
Fourth Dry Year	Supply Totals	198,100	207,700	219,600	230,000	239,900
	Demand Totals	198,100	207,700	219,600	230,000	239,900
Fifth Dry Year	Supply Totals	200,000	211,400	222,600	232,700	242,700
	Demand Totals	200,000	211,400	222,600	232,700	242,700

Note:
1. Eastern Municipal Water District (EMWD). 2021. 2020 Urban Water Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed January 30, 2024.

In the event of a multiple dry-year scenario, the EMWD would be able to implement its Water Shortage Contingency Plan, which involves Demand Management Measures such as public education and conservation pricing. Furthermore, the EMWD has purchased credits from the Metropolitan Water District, which can be used in multiple dry years scenarios. Lastly, the EMWD

[79] Eastern Municipal Water District (EMWD). 2021. 2020 Urban Water Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed January 30, 2024.

would be able to utilize stored groundwater from the proposed Enhanced Recharge and Recovery Program, if needed. [80]

As described above, the existing land use and zoning designations for the project site have a density of 4–7 dwelling units per acre. The proposed project would require a General Plan Amendment and Zone Change to MFR-14–Multi-Family Residential 14, which allows a maximum density of 14 dwelling units per acre. The proposed project would have a density of 12.13 dwelling units per acre. Estimates of water demand in the UWMP are based on the zoning designations in its service area. As such, the proposed project would result in a higher water demand than was initially anticipated for the site.

According to the California Department of Water Resources, the median indoor residential water use is 48 gallons per capita per day.[81] As of 2023, the City has an average household size of 4.05 people.[82] Therefore, the proposed project would generate a residential water demand 15.46 AFY greater than what was estimated for the project site in the UWMP.[83] However, this increase in water demand would only represent an approximately 0.016 percent increase over the projected single-family and multi-family residential water demand in the City through 2045, and would therefore represent a nominal increase in overall water demand beyond what is projected in the General Plan and UWMP.[84]

Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Potential impacts would be less than significant.

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. Wastewater collected in the City's service area is conveyed to the Perris Valley Regional Water Reclamation Facility for treatment, which has a treatment capacity of 22 million gallons per day. According to the EMWD, wastewater flows collected at the Perris Valley Regional Water Reclamation Facility average approximately 15.5 million gallons per day. The proposed project would increase the daily treatment average by 0.18 percent and would represent a nominal increase to the cumulative treatment capacity of the Perris Valley Regional Water Reclamation Facility.[85] Furthermore, the proposed project would be required to pay participation, connection, and meter fees to the EMWD pursuant to their 2024 Fee Schedule in order to help

[80] Eastern Municipal Water District (EMWD). 2021. 2020 Urban Water Management Plan. Website: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed January 30, 2024.
[81] California Department of Water Resources. 2021. State Agencies Recommend Indoor Residential Water Use Standard to Legislature. Website: https://water.ca.gov/News/News-Releases/2021/Nov-21/State-Agencies-Recommend-Indoor-Residential-Water-Use-Standard#:~:text=The%20report%20notes%20that%20the,gallons%20per%20capita%20per%20day. Accessed January 30, 2024.
[82] California Department of Finance. 2023. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023. Website: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/. Accessed April 1, 2024.
[83] (48 gallons per capita per household per day * 4.05 people per household * 71 additional households*365 days per year)* (1 acre foot/325,851 gallons) = 15.46 AFY
[84] 15.46 AFY/(84,000 AFY+10,600 AFY)*100 = 0.016 percent
[85] (48 gallons per household per capita day * 4.05 people per household*141 additional households)/(15,500,000 gallons per day) * 100 = 0.18 percent

further mitigate impacts to wastewater facilities.[86] As such, potential impacts would be less than significant.

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. The City contracts for solid waste services from CR&R Environmental Services, which transports solid waste from the City's jurisdiction to the Perris Materials Recovery Facility for recyclable materials to be separated from solid wastes. Solid waste is then transported to either the El Sobrante Landfill or Badlands Landfill. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day and a remaining capacity of 143,977,170 cubic yards as of April 2018,[87] and the Badlands Sanitary Landfill has a maximum permitted throughput of 5,000 tons per day and a remaining capacity of 7,800,000 cubic yards as of December 2020.[88]

During construction, construction waste would be recycled when feasible, in compliance with the CALGreen Code. According to CalRecycle, residential uses are estimated to produce solid waste at a rate of 12.23 pounds per household per day.[89] Therefore, the proposed project's 141 residential units, would be expected to produce 1,724.43 pounds of solid waste per day.[91] This would comprise 0.004 percent of the combined maximum daily throughput of the El Sobrante Landfill and Badlands Sanitary Landfill which totals 21,054 tons per day.[90] Therefore, there would be sufficient capacity to dispose of solid waste generated by the proposed project and potential impacts 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. Per Perris Municipal Code Ordinance 1197, the proposed project would be required to develop a Waste Management Plan for construction and demolition debris. Furthermore, AB 341 requires multi-family residential developments that generate four or more cubic yards of waste per week to recycle. AB 1826 requires multi-family residential developments that generate four or more cubic yards of waste per week to separate their food scraps and green waste for recycling. As described above, the proposed project is expected to produce approximately 1,724.43 pounds of solid waste per week. According to the EPA, 1 cubic yard of uncompacted municipal solid waste is about 250-300 pounds.[91] As such, the proposed project is expected produce about 5.7 cubic yards of solid waste.[92] Therefore, recycling and green waste separation would be required. CR&R Environmental Services would provide its collection program for recyclables and

[86] Eastern Municipal Water District (EMWD). 2024. Charges and Deposits. Website: https://www.emwd.org/post/charges-and-deposits. Accessed January 30, 2024.
[87] California Department of Resources Recycling and Recovery (CalRecycle). 2024. Solid Waste Information System (SWIS) – El Sobrante Landfill. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed January 30, 2024.
[88] California Department of Resources Recycling and Recovery (CalRecycle). 2024. Solid Waste Information System (SWIS) – Badlands Landfill. Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367. Accessed January 30, 2024.
[89] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Estimated Solid Waste Generation Rates. Website: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed January 30, 2024.
[90] (1724.43 pounds per day/2,000 pounds per ton) / (16,054+5,000) * 100 = 0.004 percent
[91] United States Environmental Protection Agency (EPA). 2016. Volume-to-Weight Conversion Factors United States Environmental Protection Agency Office of Resource Conservation and Recovery. Website: https://www.epa.gov/sites/default/files/2016-04/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf. Accessed May 3, 2024.
[92] (1,724.43 pounds * 1 cubic yard/) 300 pounds = 5.7 cubic yards

solid waste. Compulsory compliance with these policies would ensure that potential impacts would be less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.19 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?	☐	☐	☐	☒

Environmental Evaluation

Setting

Wildfire represents a significant risk to structures located within the wildland-urban interface, a transitional zone between wildland areas susceptible to high fire hazards, and areas of urban development. The Office of the State Fire Marshal has developed a series of maps depicting the potential wildfire risks for Local Responsibility Areas and State Responsibility Areas, including the City of Perris. The City is primarily in a Local Responsibility Area. According to the City of Perris Fire Hazard Severity Zone Map for Local Responsibility Areas, the project site is not located within a VHFHSZ. [93] The closest VHFHSZ is nearly 3 miles west of the project site.

Would the project:

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

[93] California Department of Forestry and Fire Protection (CAL FIRE). 2009. Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Website: https://34c031f8-c9fd-4018-8c5a-4159cdff6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map/upload-4/perris.pdf?rev=10a3982781b745808bc214755092c8e6&hash=9A1915468AC2F9B1A3D998561A060AC0. Accessed January 8, 2024.

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. The project site is not located within a State Responsibility Area or a VHFHSZ. No impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.20 Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Evaluation

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. A significant impact may occur if a project would have an identified potentially significant impact for any of the above issues. Based on the discussion provided in Section 2.4, Biological Resources, the proposed project's potential impacts related to both special-status species and wetland habitat would be less than significant with mitigation incorporated. Because of the potential for special-status wildlife species to occur at the project site (Cooper's hawk, burrowing owl, ferruginous hawk, white-tailed kite, and other native avian species), mitigation measures MM BIO-1 through MM BIO-3 are required. Implementation of mitigation measures MM BIO-1 through MM BIO-3 would reduce potential impacts to special-status species to a less than significant level.

With mitigation, the proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the age range of a rare or endangered plant or animal. Therefore, potential impacts to biological resources would be less than significant with mitigation incorporated.

Based on the discussion provided in Section 2.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource. However, there is a moderate to low potential that ground-disturbing activities associated with project construction could result in the discovery of previously undiscovered archaeological resources. Implementation of mitigation measures MM CUL-1 and MM CUL-2 would ensure that potential impacts on archaeological resources would be reduced to a less than significant level. Additionally, there is a low potential that subsurface construction activities such as grading or trenching could potentially damage or destroy previously undiscovered human remains. Mitigation measure MM CUL-3 specifies the procedures to follow in the event human remains are uncovered. Along with compliance with required guidelines and statutes, implementation of mitigation measure MM CUL-3 would reduce potential impacts on human remains to a less than significant level. Implementation of mitigation measures MM CUL-1 through MM CUL-3 would also reduce any impacts on Tribal Cultural Resources.

Based on the discussion provided in Section 2.7, Geology and Soils, there would be the potential that construction activities associated with the proposed project could encounter and inadvertently destroy significant paleontological resources during excavation. Implementation of mitigation measures MM GEO-2 and MM GEO-3 would reduce the potentially signifcant impact to paleontological resources.

Based on the discussion provided above, with implementation of the mitigation measures, the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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. Therefore, potential impacts would be less than significant with incorporation of mitigation measures MM BIO-1 through MM BIO-3, MM CUL-1 through MM CUL-3, and MM GEO-2 and MM GEO-3.

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 impact with mitigation incorporated. A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. The analysis presented in this Initial Study/MND included a review of the proposed project's potential impacts related to air quality, biological resources, cultural resources, noise, and transportation, among other environmental issue areas. As presented throughout this Initial

Study/MND, the proposed project's cumulative impacts would be either less than significant or there would be no impacts.

Based on the discussion provided in Section 2.3, Air Quality, the proposed project could have a significant impact related to compliance with the South Coast AQMD 2022 AQMP, a cumulatively considerable net increase of a criteria pollutant, and exposure of sensitive receptors to substantial pollutant concentrations. The project could also have a significant impact on dust control. However, incorporation of mitigation measure MM AIR-1 would reduce the proposed project's construction-related impacts to a less than significant level.

Based on the discussion provided in Section 2.7, Geology and Soils, the proposed project could have a significant impact related to geology and soils as well as paleontological resources. However, incorporation of mitigation measures MM GEO-1 through MM GEO-3 would reduce the proposed project's impacts to less than significant.

Based on the discussion provided in Section 2.13, Noise, the proposed project could generate a substantial temporary increase from construction activity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, incorporation of mitigation measure MM NOI-1 would reduce the proposed project's construction-related impacts to a less than significant level. The analysis further demonstrated that potential impacts from project-related traffic would not result in even a perceptible increase, much less a substantial permanent increase, in traffic noise levels, and project traffic noise impact would be less than significant. The analysis further demonstrates that project stationary mechanical ventilation equipment operations would similarly not result in a substantial permanent increase in ambient noise levels and the impact would be less than significant.

Implementation of mitigation measures MM AIR-1, MM BIO-1, MM BIO-2, MM BIO 3, MM CUL-1, MM CUL-2, MM CUL-3, MM GEO-1, MM GEO-2, MM GEO-3, and MM NOI-1 would reduce the proposed project's impacts to a less than significant level. No additional mitigation measures would be required to reduce cumulative impacts. Therefore, with implementation of the specified mitigation measures, the proposed project would cause less than significant cumulative impacts.

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

Less than significant impact with mitigation incorporated. Based on the discussion provided in the Project Description and the responses to Sections 2.1 through 2.19 of this Initial Study/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the proposed project's potential impacts would be mitigated to a less than significant level. Therefore, with implementation of mitigation measures MM AIR-1 and MM NOI-1, the proposed project would not result in substantial adverse effects on human beings. Potential impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implementation of mitigation measures MM AIR-1, MM BIO-1, MM BIO-2, MM BIO 3, MM CUL-1, MM CUL-2, MM CUL-3, MM GEO-1, MM GEO-2, MM GEO-3, and MM NOI-1.

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