APPENDIX A -
NOTICE OF PREPARATION
AND
INITIAL STUDY

NOTICE OF SCOPING MEETING & PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Date: **November 7, 2025**

To: State Clearinghouse, Property Owners, Responsible and Trustee Agencies and Interested Parties

From: City of Perris Development Services Department| Planning Division
135 North "D" Street
Perris, CA 92570

Subject: Notice of Preparation (NOP) and Public Scoping Meeting for the preparation of a Draft Environmental Impact Report related to General Plan Amendment (GPA-25-00002) and Code Text Amendment (ZTA-25-00006) to amend the Circulation Element and Title 10 of Perris Municipal Code to update the City's Truck Routes for compliance with Assembly Bill (AB) 98.

Scoping Meeting: **November 19, 2025, at 6:00 p.m.** (To be held in person)
Perris City Council Chambers
101 N. D Street
Perris CA 92570

NOP Comment Period: **November 7, 2025** through **December 8, 2025**

Project Title: City of Perris Truck Route Plan Update

Project Applicant: City of Perris
135 North D Street
Perris, CA 92570

Notice of Preparation of a Draft Environmental Impact Report (DEIR):

The City of Perris (City) will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and will be responsible for the preparation of a Draft EIR for the project referenced above (Refer to **Figure 1, Vicinity Map below**). An Initial Study and technical studies have been prepared, and the City has determined that an Environmental Impact Report (EIR) is required for the Project based on its potential to cause significant environmental effects (State CEQA Guidelines Sections 15060 and 15081). The City is requesting input from you, your agency, or organization as to the scope and content of the environmental information that is relevant to your agency or organization's statutory responsibilities or interests in connection with the proposed Project.

Purpose of the Notice of Preparation:

The purpose of the NOP is to fulfill legal notification requirements and inform the public and CEQA responsible trustee Agencies that an EIR is being prepared for the proposed project by the City. This NOP solicits agencies and interested party concerns regarding the potential environmental effects of implementing the proposed Project. CEQA encourages early consultation with private persons and organizations that may have information or be concerned about potential adverse environmental effects resulting from physical changes to the environment that may be caused by implementing the Project.

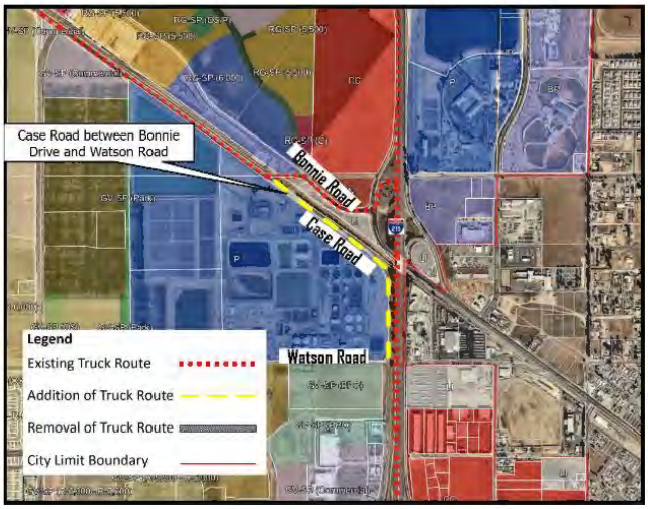
Responses to the NOP that specifically focus on potentially significant environmental issues are of particular interest to the City of Perris. All comment letters to this NOP will be included in the appendices to the EIR. The content of the responses will help guide the focus and scope of the EIR in accordance with the State CEQA Guidelines.

Project Description:

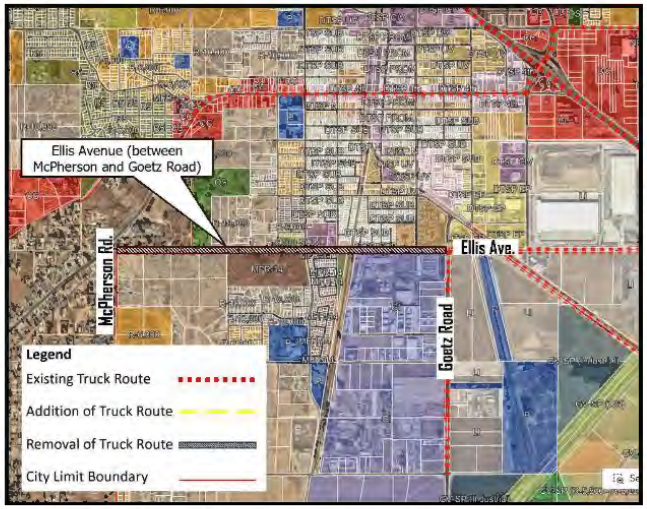
I. Project Location and Setting: The Project site is citywide within the City of Perris.

II. Project Description: To amend the General Plan Circulation Element and Title 10 of the Perris Municipal Code to update the truck routes by adding one truck route and removing three truck routes for compliance with AB 98. Specifically, the proposed update includes the following changes:

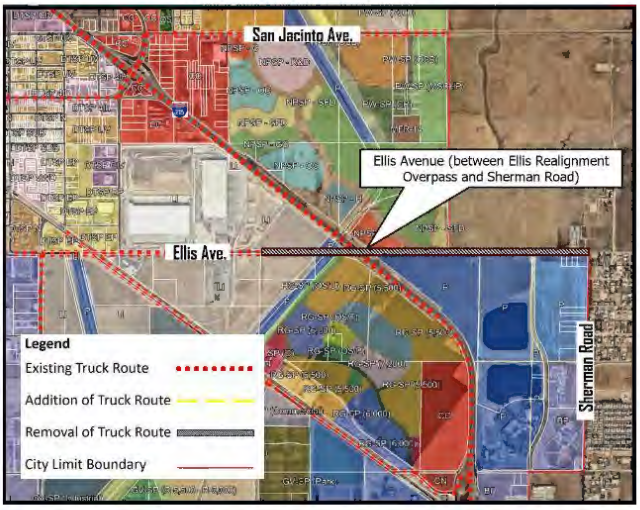
- ***Addition of Case Road from Bonnie Road to Watson Road.***
  A new truck route is recommended to be included along Case Road between Bonnie Drive and Watson Road, as a recently approved industrial project is located at the southwest corner of Watson Road and Case Road. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road, and this recommendation will not change this restriction.



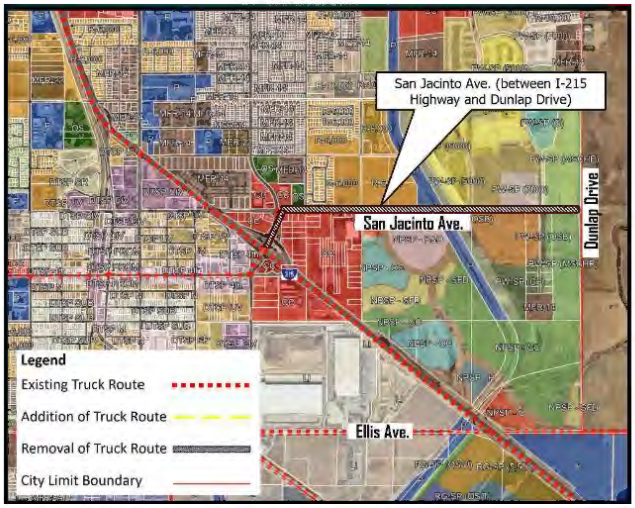
- ***Removal of Ellis Avenue from McPherson Road to Goetz Road.***
  The truck route along Ellis Avenue between McPherson Road and Goetz Road is recommended to be removed, as it is predominantly adjacent to residential zoned properties and remains unimproved west of "A" Street.



- ***Removal of Ellis Avenue between the Ellis realignment overpass and Sherman Road.***
  The truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is recommended to be removed, as it does not meet the required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a Floodway, where development rights are restricted.



- ***Removal of San Jacinto Avenue between I-215 and Dunlap Drive.***
  The truck route along San Jacinto Avenue between I-215 and Dunlap Road is recommended to be removed due to its proximity to the residential community and Bob Long Park to the north.



Required Entitlements / Approvals

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris, as the Lead Agency, is charged with the responsibility of deciding whether to approve the Project. The following approvals and permits are required from the City of Perris to implement the project:

- **Certification of the EIR**
- **General Plan Amendment (GPA) 25-00002:** To amend the Circulation Element to update the truck routes by adding one truck route and removing three truck routes from the current City of Perris Truck Routes for compliance with AB 98.
- **Code Text Amendment (ZTA) 25-00006:** To amend Title 10 of the Perris Municipal Code to update the code to add one truck route and remove three truck routes.

Potential Environmental Effects:

The City of Perris has prepared an Initial Study and determined that an EIR is required for the Project based on its potential to cause significant environmental effects. The following environmental effects are anticipated to be addressed in the EIR: Air Quality, Energy, Greenhouse Gas Emissions, and Noise.

EIR Public Scoping Meeting:

Notice is herby given that the City of Perris Development Services Department will hold a Scoping meeting for the general public and interested agencies regarding the proposed EIR addressing the proposed Project. The scoping meeting will be held on **November 19, 2025, at 6:00 p.m.** The scoping meeting will be held at:

City of Perris Council Chambers,
101 N. D Street
Perris, CA 92570

Public Comment Period:

The Notice of Scoping Meeting & Preparation of a Draft Environmental Impact Report, and the Initial Study are available for review on the City's website at:

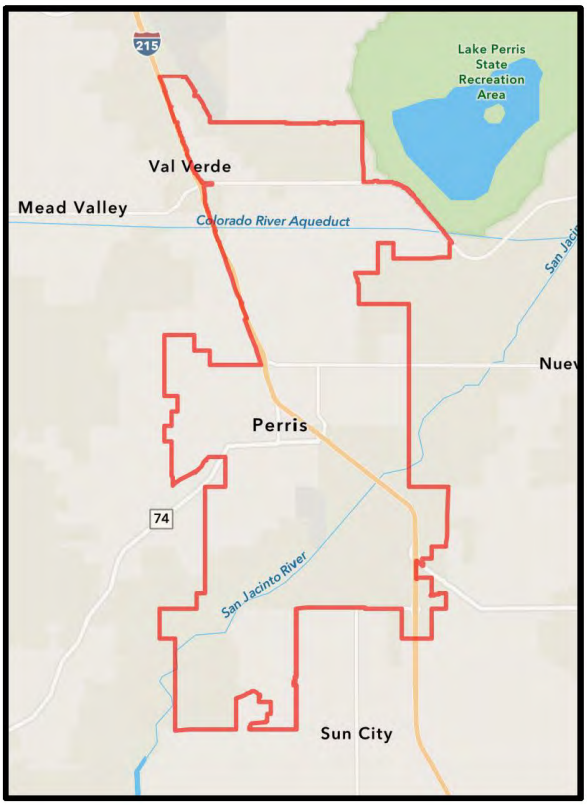
https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-555#docfold_1206_1313_479_555

Copies of the Notice of Preparation and Initial Study are available for review at the Downtown Library and the Development Services Department, located at 135 North "D" Street, Perris, CA 92570.

Based on the time limits defined by CEQA, the 30-day public review/comment period on the Notice of Preparation will commence on **November 7, 2025, and conclude on December 8, 2025**. Comments must be submitted in writing or via email to:

Rafael Garcia, Principal Planner
City of Perris, Development Services Department
135 North "D" Street
Perris, CA 92570
Email: RGarcia@cityofperris.org
Phone: (951) 943-5003 Ext. 413

Figure 1 – Vicinity Map



INITIAL STUDY

FOR THE

CITY OF PERRIS

TRUCK ROUTE PLAN UPDATE

(GPA 25-00002 AND ZTA 25-00006)

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570

Prepared by:

Cadence Environmental Consultants
Camarillo, CA 93010

October 2025

The City of Perris has independently reviewed and approved the information presented in this document.

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INTRODUCTION

INTRODUCTION

The subject of this Initial Study is the requested approvals to amend the adopted truck routes in the Circulation Element of the City of Perris Comprehensive General Plan 2030 and the Perris Municipal Code. The City of Perris is the lead agency under the California Environmental Quality Act (CEQA) for the proposed project.

Project Information

Project Title: City of Perris Truck Route Plan Update (GPA 25-00002 and ZTA 25-00006)

Project Location: Citywide City of Perris

Lead Agency: City of Perris
101 North D Street, Perris, CA 92570

Contact Person: Rafael Garcia, Principal Planner
City of Perris Planning Division
135 North D Street, Perris, CA 92570
(951) 943-5003

PURPOSES OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act of 1970, as amended, and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) as revised through January 1, 2025. CEQA Guidelines Section 15063(c) indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Perris) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;

2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Mitigated Negative Declaration;

4. Assist the preparation of an EIR, if one is required, by:

    - Focusing the EIR on the effects determined to be significant;

    - Identifying the effects determined not to be significant;

- Explaining the reasons why potentially significant effects would not be significant; and
- Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Mitigated Negative Declaration or Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

Determination that Initial Study Should be Conducted

If a project is subject to the requirements of CEQA and does not meet any exemption criteria, an Initial Study is used to determine if the project may have a significant effect on the environment. If the lead agency can determine that an EIR clearly will be required for a project, an Initial Study is not required but may still be made if determined to be desirable. If it is determined that an Initial Study is required for a project, all phases of project planning, implementation, and operation are considered in the environmental assessment of the project.

Use of the Initial Study

The Initial Study is intended to be used to provide information as the basis for the determination of whether a Negative Declaration, Mitigated Negative Declaration, or an EIR shall be prepared for a project. The Initial Study shall also be used to identify whether a program EIR, master EIR, tiering or another appropriate process can be used for analysis of the project's environmental effects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the significant impact cannot be reduced or avoided, an EIR must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed, that are capable of reducing or eliminating one or more significant impacts of the project.

Where a project is revised in response to an Initial Study, so that potential adverse effects are mitigated to a point where no significant environmental effects will occur, a Mitigated Negative Declaration shall be prepared instead of an EIR. If the project will still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared.

When the Initial Study concludes that no EIR is necessary, the Initial Study also provides documentation of the factual basis for the finding that the project will not have a significant effect on the environment.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study has been formatted for ease of use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each section of the Initial Study is provided. The following sections are contained within the Initial Study:

Introduction: This section introduces the subject of this Initial Study.

Project Description: This section defines the project location, describes the physical characteristics of the project site, describes the project as proposed by the project applicant, and identifies the approvals requested of the City of Perris for project implementation.

Determination: This section identifies the determination by the City of Perris as to whether a Negative Declaration. Mitigated Negative Declaration, or an EIR shall be prepared for the proposed project.

Evaluation of Environmental Impacts: The Evaluation of Environmental Impacts is the primary focus of the Initial Study. An evaluation of potential environmental impacts is provided for each environmental issue identified in the CEQA Guidelines Appendix G Environmental Checklist Form as used by the City of Perris for CEQA purposes.

DOCUMENTS INCORPORATED BY REFERENCE

The Perris Municipal Code for the City of Perris, as amended through June 10, 2025, is applicable to the proposed project and is hereby incorporated by reference. It is available for review online at: https://library.municode.com/ca/perris/codes/code_of_ordinances.

The City of Perris General Plan, as amended through August 2022, is applicable to the proposed project and is hereby incorporated by reference. It is available for review online at: https://www.cityofperris.org/departments/development-services/general-plan.

These documents are also available for review in person at:

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

Hours: Monday - Friday: 8:00 am to 6:00 pm.

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PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Location

Located in the Perris Valley midway between the San Jacinto and the Santa Ana Mountains, the City of Perris encompasses approximately forty square miles in northwestern Riverside County. An additional estimated seventeen square miles are included as the City's Sphere of Influence as defined by the Riverside County Local Agency Formation Commission. The City of Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport. On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect the City of Perris. Interstate 215 (I-215) runs north/south near the eastern edge of the City and the Burlington Northern Santa Fe Southern line from Riverside with Metrolink service traverses through the City along I-215 in the north and transitions southeast along Case Road.

Existing Truck Traffic

According to the Circulation Element of the City of Perris General Plan, primary generators of truck traffic in the City of Perris are agricultural, commercial, and industrial uses. Since agriculture is a relatively mature industry throughout the County, overall truck traffic volume generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can substantially alter both regional and localized patterns and concentrations of truck traffic in the City. As healthy industrial growth is expected within the City, related truck traffic will continue to increase; particularly in northern Perris. In addition, similar growth just north of Perris in Moreno Valley will exacerbate traffic conditions. The City also expects truck traffic to remain constant or increase around the Perris Valley Airport.

Existing Truck Routes

Section 35701 of the California Vehicle Code allows local authorities to prohibit the use of a street by any commercial vehicle except for public utility vehicles or any commercial vehicle on a direct route from an unrestricted street for the purpose of making pickups or deliveries. In response to this authority, the City of Perris has over the years established approved truck routes on select roadway segments within and around its jurisdiction.

Chapter 10.40.020 of the Perris Municipal Code - the City's Truck Route Enabling Ordinance - is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated

into specific legal routes when adopted by the City of Perris City Council and the routes have been posted. The list of truck routes in Section 10.40.020 was originally adopted in 1992. Changes to the City's truck routes were most recently adopted by the City Council in November 2022. With the exception of the General Plan planned extension of Ethanac Road west of the San Jacinto River, all of the roadways currently designated as truck routes in the City of Perris General Plan Circulation Element and Perris Municipal Code are presently constructed and open to traffic.

California Assembly Bill 98

On September 29, 2024, Governor Gavin Newsom signed Assembly Bill (AB) 98 into law, which imposes new design and build standards for new or expanded logistics uses across the state. In general, AB 98 imposes standards relating to warehouse design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The type of requirements that would apply to a project will depend on the presence of sensitive receptors, the size of the project, and the existing zoning on the land. AB 98 also imposes requirements for developments on sites that are not zoned industrial or would require rezoning that are located in the "warehouse concentration region" of southern California regardless of the presence of a sensitive receptor. The warehouse concentration region includes Riverside County and San Bernardino County, and the cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

AB 98 also requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. Specifically, new Government Code Section 65302.02 specifies that counties and cities shall maximize the use interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designated for commercial or industrial use according to the local zoning ordinance.

Jurisdictions within the warehouse concentration region will have until January 1, 2026 to make these amendments, while all other jurisdictions must complete these revisions by January 1, 2028. The California Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to $50,000 every six months if the required updates have not been made.

PROJECT CHARACTERISTICS

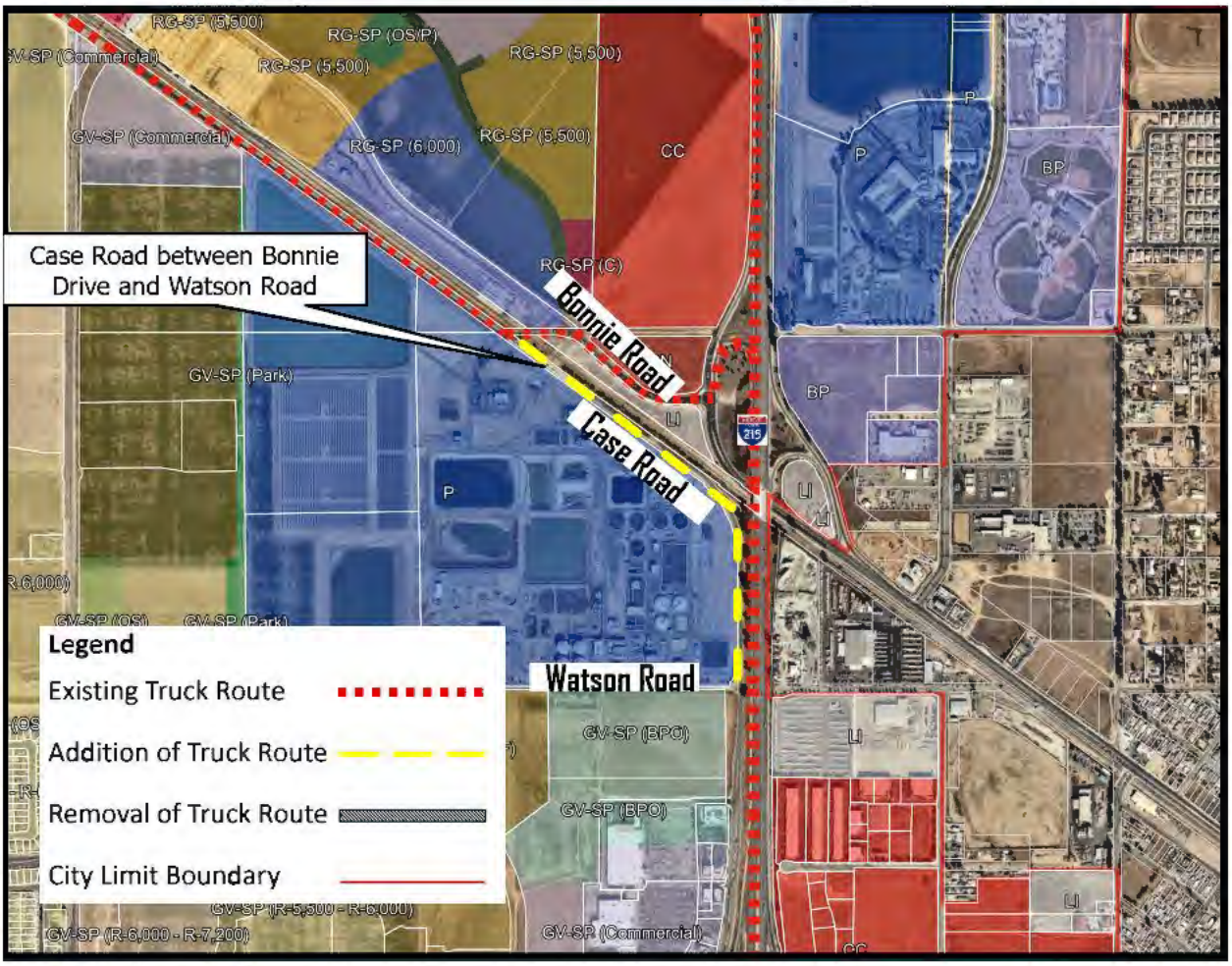
The City of Perris proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal

Code to add one truck route and remove three truck routes from the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Addition of Case Road from Bonnie Road to Watson Road

A new truck route is proposed to be included along Case Road between Bonnie Drive and Watson Road, as a recently-approved industrial project (Conditional Use Permit 23-05047) is located at the southwest corner of Watson Road and Case Road. This new truck route is illustrated in Figure 1. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

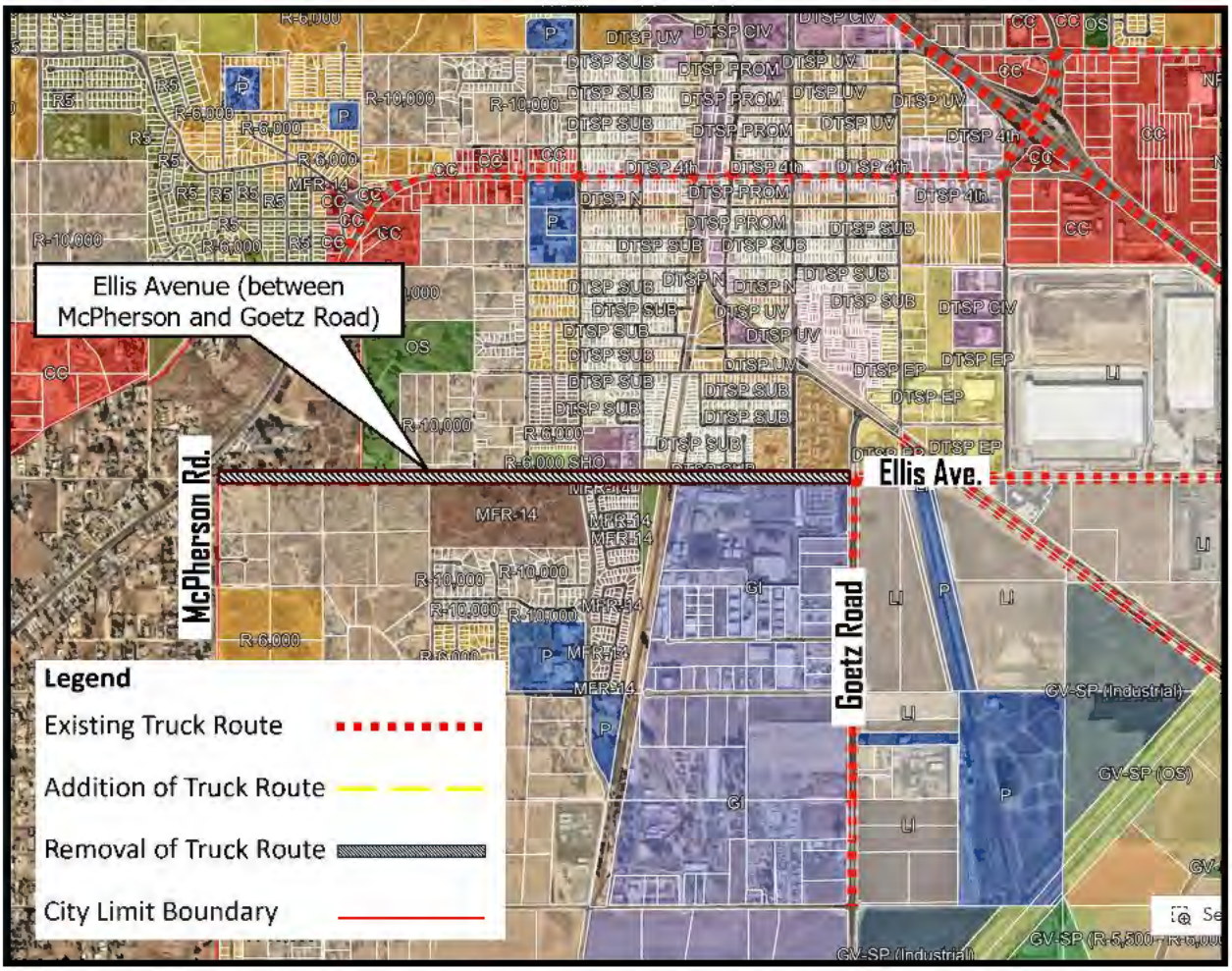
FIGURE 1 - ADDITION OF CASE ROAD FROM BONNIE ROAD TO WATSON ROAD



Removal of Ellis Avenue from McPherson Road to Goetz Road

The existing truck route along Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to residential zoned properties and remains unimproved west of A Street. This existing truck route is illustrated in Figure 2.

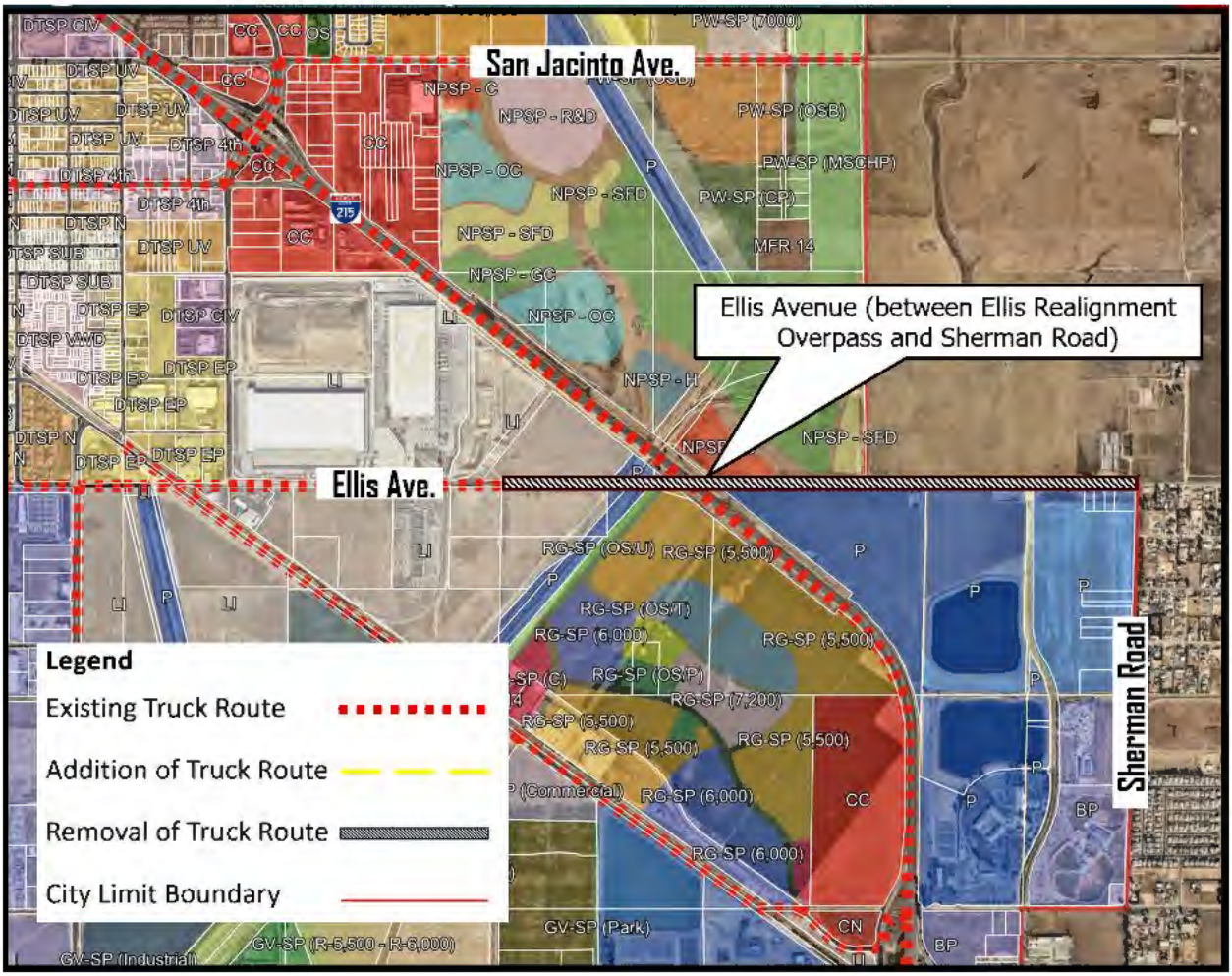
FIGURE 2 - REMOVAL OF ELLIS AVENUE FROM MCPHERSON ROAD TO GOETZ ROAD



Removal of Ellis Avenue between the Ellis realignment overpass and Sherman Road

The existing truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a Floodway, where development rights are restricted. This existing truck route is illustrated in Figure 3.

FIGURE 3 - REMOVAL OF ELLIS AVENUE BETWEEN THE ELLIS REALIGNMENT OVERPASS AND SHERMAN ROAD

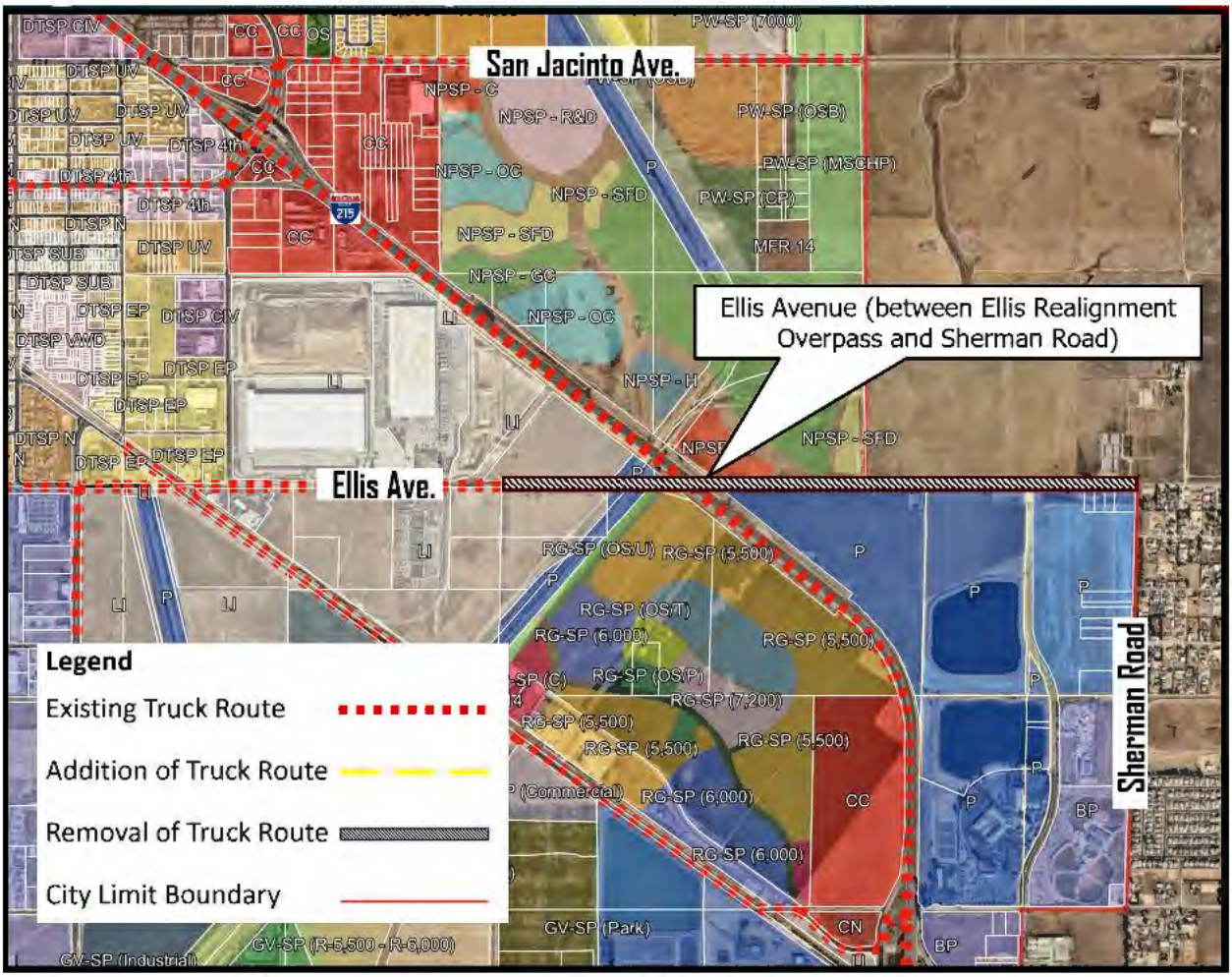


Removal of San Jacinto Avenue between I-215 and Dunlap Drive

The existing truck route along San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the residential community and Bob Long Park to the north. This existing truck route is illustrated in Figure 4.

Each of the roadways proposed to be designated or removed as truck routes in the Perris Municipal Code and Circulation Element are located completely within the City of Perris. The proposed changes to the City's truck routes would not change the classification (e.g., expressway, primary arterial, secondary, arterial) of any of the affected roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The proposed truck route changes would also not require any change to the General Plan land use designations for the properties along the affected roadways.

FIGURE 4 - REMOVAL OF SAN JACINTO AVENUE BETWEEN I-215 AND DUNLAP DRIVE



DISCRETIONARY ACTIONS AND APPROVALS

The City of Perris is the lead agency for the proposed project. The discretionary approvals that are required for the proposed project include:

- **General Plan Amendment 25-00002**: General Plan Amendment 25-00002 would amend the City of Perris General Plan Circulation Element Existing Designated Truck Routes map (Exhibit CE-9) as described below.

  The following roadway segment will be added to the Circulation Element Truck Routes Map:

  - Case Road - from Bonnie Road to Watson Road

  The following roadway segments will be removed from the Circulation Element Truck Routes Map:

  - Ellis Avenue - from McPherson Road to Goetz Road

- Ellis Avenue - between the Ellis realignment overpass and Sherman Road
- San Jacinto Avenue - between I-215 and Dunlap Drive

- **Zoning Code Text Amendment 25-00006**: Zoning Code Text Amendment 25-00006 would amend Perris Municipal Code Section 10.40.20 Truck Routes Designated as shown below:

(1) Interstate 215: from its northerly city limits to its southerly city limits.

(2) Western Way: from its northerly city limits to Harley Knox Boulevard.

(3) Harley Knox Boulevard: from Interstate 215 to Redlands Avenue.

(4) Indian Avenue: from Northern City limits to Placentia Avenue.

(5) Perris Boulevard: from its northerly city limit to Harley Knox Boulevard.

(6) Redlands Avenue: from Harley Knox Boulevard to Rider Street.

(7) Morgan Street: from Interstate 215 to Redlands Avenue.

(8) Rider Street: from Interstate 215 to Perris Boulevard.

(9) Placentia Avenue: from Interstate 215 to Perris Boulevard.

(10) State Highway 74 (Fourth Street): from its westerly city limits to ~~its easterly city limits~~ I-215.

(11) Ellis Avenue: from ~~its westerly city Goetz Road limits~~ Goetz Road to ~~its easterly city limits~~ the Ellis Avenue overpass.

(12) Goetz Road: from the San Jacinto River to Ellis Avenue.

(13) Case Road: from "G" Street to I-215 freeway (Bonnie Drive).

(14) Case Road: from Bonnie Drive to Watson Road.

(15) Ethanac Road: from Barnett Road to the easterly city limits.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

No approval from other public agencies is required for permits, financing approval, or participation agreements. However, the project is subject to an administrative review by the Riverside County Airport Land Use Commission. This review is discussed below.

- **Airport Land Use Commission Administrative Review**: California Public Utilities Code (CPUC Section 21676) requires that all jurisdictions (county or city) refer all General Plan Amendments,

Zoning Ordinance, and adoption of building regulations within an Airport Land Use Compatibility Plan (ALUCP) for Airport Land Use Commission (ALUC) review. Additionally, Section 21676.5 of the California Public Utility Code allows ALUC to review all projects within the Airport Influence Area when the local jurisdiction's General Plan is not consistent with the applicable ALUCP. Because the proposed project involves a General Plan Amendment, it was required to be considered by ALUC to determine its consistency with the 2014 March Air Reserve Base/Inland Port Airport (March ARB/IPA) ALUCP and the 2011 Perris Valley Airport ALUCP.

REFERENCES

Perris, City of. Amended August 26, 2022. *City of Perris General Plan Circulation Element*.

DETERMINATION

ENVIRONMENTAL FACTORS 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 analysis in the following Evaluation of Environmental Impacts section.

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

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 would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

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

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

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

RG	10/31.25
Signature of Lead Agency Representative	Date
Rafael Garcia Principal Planner	City of Perris Planning Division
Printed Name	Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

This section of the Initial Study contains an evaluation and discussion of impacts associated with each environmental issue and subject area identified in the CEQA Guidelines Appendix G Environmental Checklist Form as used by the City of Perris for CEQA purposes.

The following instructions are associated with the 2025 CEQA Guidelines Appendix G Initial Study Checklist:

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

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

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

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

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

    a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).

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

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

9. The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance.

PROJECT EVALUATION

Under CEQA, impacts are determined to be:

No Impact: The project will have no direct or indirect impact on the environment.

Less Than Significant Impact: The project will result in a direct or indirect impact on the environment, but the impact is not substantially adverse.

Less Than Significant With Mitigation Incorporated: The project will result in a potentially significant adverse impact on the environment, but mitigation measures are identified to reduce the impact to a less than significant level.

Potentially Significant Impact: The project may result in a direct or indirect impact on the environment and the impact may be substantially adverse, but the information is not known at the time to determine whether the impact would not be substantially adverse. If the impact is confirmed to be substantially adverse, it is determined to be a **Significant Impact**.

IMPACT ANALYSIS

AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In nonurbanized 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?	☐	☐	☐	☒

Background Information

Scenic resources refer to aesthetically pleasing natural and man-made physical features. Scenic vistas are viewsheds that include scenic resources. Important scenic vistas within the City of Perris include the western, eastern, and northern view of the surrounding foothills, and the view north to the San Bernardino Mountains.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. All roadways proposed to be designated as truck routes are presently constructed and open to traffic. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, no impact would occur.

b. No Impact.

Scenic Highways are designated because they traverse areas of distinctive natural beauty. Local jurisdictions may enact policies to conserve significant scenic resources along Scenic Highways and manage development.

State Route 74, which traverses through the City of Perris as E Fourth Street from the west, merging with I-215, and then as Ethanac Road from the east, is considered by the California Department of Transportation to be "Eligible" to be designated as a State Scenic Highway. However, it is not an "officially designated" State Scenic Highway. There are no officially designated State Scenic Highways within the City of Perris.

The proposed project involves adjustments to designated truck routes within the City of Perris. The project would not affect any officially designated State Scenic Highway. Therefore, no impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. The proposed changes to the City's truck routes would also not require any change to the zoning designations for the properties along the affected roadways. Therefore, no impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new lighting of roadways would be required as part of the proposed project. Therefore, no impact would occur.

Cumulative Impacts

As discussed above, the proposed adjustments to designated truck routes in the City of Perris would have no impact regarding aesthetics. Therefore, it would not contribute to any potential cumulative impacts to aesthetics elsewhere in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Background Information

California Department of Conservation Farmland Classifications

The California Department of Conservation has developed a Farmland Mapping and Monitoring Program that classifies the different agricultural soil types related to their ability to sustain agricultural crops. The soil type classifications are Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, Other Land, and Water. The classifications that are applicable to this analysis are defined as follows:

Prime Farmland: Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland but with some minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland: Unique Farmland consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as sound in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Urban and Built-up Land: Urban and Built-up Land is occupied by structures with a building density of a least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

Williamson Act Contracts

The California Land Conservation Act of 1965 (the "Williamson Act" – California Government Code Section 51200 and following) recognizes the importance of agricultural land as an economic resource that is vital to the general welfare of society. The enacting legislation declares that the preservation of a maximum amount of the limited supply of agricultural land is necessary for the conservation of the state's economic resources and is necessary not only for the maintenance of the agricultural economy of the state, but also for the assurance of adequate, healthful, and nutritious food for future residents of the state and the nation.

Intended to assist the long-term preservation of prime agricultural land in the state, Williamson Act contracts provide the agricultural landowner with a substantial property tax break for keeping land in agricultural use. When under contract, the landowner no longer pays property tax for an assessed

valuation based upon the property's urban development potential. The Williamson Act stipulates that for properties under contract, "the highest and best use of such land during the life of the contract is for agricultural uses." Therefore, property under contract is assessed and taxed based upon its agricultural value. Williamson Act contracts remain in effect for ten to twenty years unless the property owner files for a notice of non-renewal with the county. To qualify for a Williamson Act contract, the property must be a minimum of 100 acres.

Explanation of Checklist Answers

a. No Impact.

The Riverside County Important Farmland 2020 map shows that the developed areas of the City of Perris are designated as Urban and Built-up Land. The majority of undeveloped land is designated as Farmland of Local Importance. Within the Perris Valley Commerce Center area, there is one segment of undeveloped land designated as Prime Farmland and another designated as Farmland of Statewide Importance. Within the southern part of the City there are a few undeveloped parcels that are designated as Farmland of Statewide Importance and/or Unique Farmland.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways that could affect Farmland would be constructed as part of the proposed project. Therefore, no impact would occur.

b. No Impact.

No properties within the City of Perris are zoned for agricultural use. Although agricultural activity is limited within the City of Perris, there are some properties that are subject to a Williamson Act Contract.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, no properties that are subject to a Williamson Act Contract would be affected and no impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. No new roadways would be constructed as part of the proposed project and no existing roadways would

have to be modified. No properties within the City of Perris are zoned for forest land or timberland production. Therefore, no impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. No properties within the City of Perris are utilized for forest land. Therefore, no impact would occur.

e. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not involve any changes that could result in the conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no direct or indirect impacts on agriculture and forestry resources. Therefore, it would not contribute to any potential cumulative impacts to agriculture and forestry resources elsewhere in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Background Information

The City of Perris is located within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The South Coast Air Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

The South Coast Air Quality Management District (AQMD) is the agency responsible for comprehensive air pollution control within the Basin. To that end, the South Coast AQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within its jurisdiction. Instead, the South Coast AQMD has used its expertise and prepared the CEQA Air Quality Handbook and newer thresholds of significance to indirectly address these issues in accordance with the projections and programs of its Air Quality Management Plans. The purpose of the CEQA Air Quality Handbook and newer thresholds of significance is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin. Specifically, the CEQA Air Quality Handbook and newer

thresholds of significance explain the procedures that the South Coast AQMD recommends be followed during environmental review processes required by CEQA. The CEQA Air Quality Handbook and newer thresholds of significance provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the region, and adverse impacts will be minimized.

In accordance with CEQA and the CEQA review process, the City of Perris assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces the implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and state standards. Instead, the City relies upon the expertise of the South Coast AQMD and utilizes the CEQA Air Quality Handbook and newer thresholds of significance as the guidance documents for the environmental review of plans and development proposals within its jurisdiction.

Explanation of Checklist Answers

a. Potentially Significant Impact.

The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the South Coast AQMD on December 2, 2022. This AQMP, referred to as the 2022 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The proposed project involves adjustments to designated truck routes within the City of Perris. All of the roadways proposed to be designated as truck routes are presently constructed and open to traffic. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and the proposed truck routes would not change the land use or zoning designations for any properties within the City of Perris. However, the proposed project could

potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of emissions generated by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

b. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no short-term impacts from construction-related activities such as demolition and grading, machinery and equipment, or from vehicle emissions from construction employees. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of emissions generated by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

c. No Impact.

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no short-term impacts to sensitive receptors from construction-related activities such as demolition and grading, and machinery and equipment. Case Road from Bonnie Road to Watson Road would be the only new truck route and there are no existing or planned sensitive uses along this roadway segment. Therefore, the proposed project would not generate any expected increase in long-term operational air pollutant emissions at sensitive receptors. No impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no short-term odors generated by machinery and equipment. Case Road from Bonnie Road to Watson Road would be the only new truck route and there are no existing or planned sensitive uses along this roadway segment. Therefore, the proposed project would not generate any vehicle-generated odors adversely affecting a substantial number of people. No impact would occur.

Cumulative Impacts

The South Coast AQMD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance be considered cumulatively considerable. As discussed above, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of emissions generated by the affected trucks. This is a potentially substantial contribution to a cumulative impact that will be evaluated in an EIR.

Mitigation

To be determined in an EIR.

Mitigation Monitoring

To be determined in an EIR.

Impact After Mitigation

To be determined in an EIR.

BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally regulated and/or protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinance 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?	☐	☐	☐	☒

Background Information

The City of Perris and its Sphere of Influence contains a variety of biological communities that provide habitat for both rare and common species. These habitats are mostly human-modified habitats, with the vast majority of the City including mostly urban or former agricultural production areas.

For the purpose of this analysis, a sensitive biological resource is defined as follows:

- A plant or animal that is currently listed by a state or federal agency as endangered, threatened, rare, protected, sensitive, a Species of Special Concern, or federally listed critical habitat;

- A plant or animal that is currently listed by a state or federal agency as a candidate species or proposed for state or federal listing; or
- A habitat that is under the jurisdiction of a state or federal resource agency that is responsible for resource protection (e.g., California Department of Fish and Wildlife, U.S. Fish and Wildlife Services, U.S. Army Corps of Engineers, National Marine Fisheries Service).

Explanation of Checklist Answers

a. No Impact

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no modifications of habitat for sensitive or special status species. Therefore, no impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no modifications to riparian habitat or other sensitive natural biological communities. Therefore, no impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments

proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no change in the potential movement of wildlife along the affected roadways. No impact would occur.

e. No Impact.

The City of Perris recognizes the healthful benefits of trees in the community, and the Perris Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262). The purpose of the urban Forestry section is to (1) establish and maintain a healthy urban forest in the City of Perris; (2) create an Urban Forestry Board to guide the City in the establishment and care of its urban forest; (3) establish guidelines for the planting, care, and maintenance of trees within the City; (4) ensure the protection of trees during development and redevelopment of properties in the City; (5) avoid conflict between trees and utilities and other public improvements; and (6) identify public hazard and nuisance trees and establish removal procedures. The intent of this Perris Municipal Code section is to establish, maintain, and protect a thriving urban forest to benefit all who live, visit, or work in the City of Perris. Under this Perris Municipal Code section, the City of Perris Planning Commission is designated as the Urban Forestry Board and is responsible for implementing the City's tree policies and programs, as well as setting the direction and scope of tree-related activities.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no impact to existing trees along the affected roadways. No impact would occur.

f. No Impact.

The City of Perris is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSCHP). The MSHCP serves as a comprehensive multi-jurisdictional Habitat Conservation Plan, pursuant to Section (a)(1)(B) of the Federal Endangered Species Act of 1973, as well as a Natural Communities Conservation Plan under the State Natural Communities Conservation Plan Act of 2001. The MSHCP includes a program for the collection of development mitigation fees; policies for the review of projects in areas where habitat must be conserved; and policies for the protection of riparian area, vernal pools, and narrow endemic plants. It also includes a program for performing plant, bird, reptile, and mammal surveys.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no modifications of habitat for sensitive or special status species that are concerned by the MSHCP. No impact would occur.

Cumulative Impacts

Impacts to biological resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on biological resources. This is a site-specific impact of the proposed project. The development of other sites within Perris could result in impacts to sensitive biological resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of biological resources elsewhere within Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

Pursuant to the CEQA Guidelines, the term "historical resources" includes the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources.

2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources including the following:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b. Is associated with the lives of persons important in our past;

    c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

d. Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on historical resources. Therefore, no impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on archaeological resources. Therefore, no impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on human remains, including those interred within or outside of formal cemeteries. Therefore, no impact would occur.

Cumulative Impacts

Impacts to cultural resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on cultural resources. The development of other sites within Perris could result in impacts to historic and/or prehistoric cultural

resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of cultural resources elsewhere within Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

California is one of the nation's leading energy-producing states and per capita energy use is among the nation's most efficient. The three commercial sources of energy for general development projects in Perris are electricity and natural gas for site uses, and transportation fuel for vehicle trips.

Electricity is provided to customers in Perris by Southern California Edison (SCE). SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Natural gas is provided to customers in Perris by the Southern California Gas Company. Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. The Southern California Gas Company owns and operates several natural gas storage fields that are located in northern and southern California. These storage fields and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently.

Explanation of Checklist Answers

a. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no energy use by construction-related activities such as demolition and grading, machinery and equipment, or from vehicle emissions from construction employees. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of fuel used by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

b. No Impact.

As discussed above for Energy threshold a, no construction would occur. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of emissions generated by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

Cumulative Impacts

Increased development throughout the City of Perris would likely increase the demand for commercial energy resources. As required by the City of Perris, the project design for each of the related projects would be reviewed by the City of Perris Building Department for consistency with applicable State and City codes and regulations for energy efficiency prior to final approval. As discussed above, the proposed project would not require the use of energy for construction. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City

of Perris. An increased travel distance would increase the amount of emissions generated by the affected trucks. This is a potentially substantial contribution to a cumulative impact that will be evaluated in an EIR.

Mitigation

To be determined in an EIR.

Mitigation Monitoring

To be determined in an EIR.

Impact After Mitigation

To be determined in an EIR.

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
vi. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative 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?	☐	☐	☐	☒

Background Information

The City of Perris, like the rest of Southern California, is located within a seismically active region. Faults and earthquakes present direct hazards from fault rupture and ground shaking as well as indirect hazards. To assist cities and counties in avoiding the hazard of surface fault rupture, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults. There are no faults or Alquist-Priolo Earthquake Fault Zones within the City of Perris.

Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. A large portion of the City lies within a liquefaction hazard zone per the State of California.

Subsidence involves a sudden sinking or gradual settling and compaction of soil and other surface material with little or no horizontal motion. Ground subsidence and associated fissuring have occurred in a variety of places in Riverside County, due to falling and rising groundwater tables. Alluvial valley regions, such as the Perris Valley, are particularly susceptible to subsidence. Additionally, fissures have occurred along active faults that border the San Jacinto Valley and the Elsinore Trough.

Some areas of the City are also subject to potential earthquake-related slope instability and landslides. These areas are the southern and western hillsides.

These potential geotechnical hazards are discussed in further detail in the Safety Element of the City of Perris General Plan.

Explanation of Checklist Answers

a.i. No Impact.

As discussed above, there are no faults or Alquist-Priolo Earthquake Fault Zones within the City of Perris. Therefore, no impact would occur.

a.ii. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The roadways and the people driving on them would continue to be exposed to potential ground shaking during seismic events. However, the proposed truck route adjustments would not expose any new or greater numbers of people to the seismic events. Therefore, no impact would occur.

a.iii. No Impact.

According to the Safety Element of the City of Perris General Plan, a large area of the City is deemed to have a potential for liquefaction. However, the proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would

have to be modified. The roadways have been constructed to address the potential for liquefaction during seismic events. However, the proposed truck route adjustments would not expose any new or greater numbers of people to the seismic events. Therefore, no impact would occur.

a.iv. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. However, the proposed truck route adjustments would not expose any new or greater numbers of people to potential landslides during seismic events. Therefore, no impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, there would not be any preparation and construction activities that have the potential to result in soil erosion during heavy rainstorms. Therefore, no impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, no impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, no impact would occur.

e. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. No septic tanks would be installed or used as part of the proposed project. Therefore, no impact would occur.

f. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on paleontological resources. Therefore, no impact would occur.

Cumulative Impacts

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between one project and any other related projects. As discussed above, the proposed project would not have any impact on geology and soils. The development of other sites within Perris could result in impacts to geology and soils, but the proposed project would have no contribution to any cumulative impacts associated with the exposure of people or property to geological and soils hazards.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

In 2016, the City of Perris adopted its Climate Action Plan to address global climate change by reducing GHG emissions at the community level as part of the California's mandated statewide GHG emissions reduction goals of Assembly Bill 32. The City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate.

The environmental documents for larger projects that are of regional significance are also subject to review by SCAG. SCAG is the Metropolitan Planning Organization for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated Metropolitan Planning Organization, the federal government mandates that SCAG researches and prepares plans for transportation, growth management, hazardous waste management, and air quality.

The SCAG regional council adopted Connect SoCal - the 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. At the heart of Connect SoCal is over 4,000 transportation projects ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The performance measures developed in support of Connect SoCal are focused on a set of outcomes that aim to continue to strengthen land-use and transportation connections, enhance the health of our region's residents, reduce GHG emissions, and ameliorate the consequential effects of climate change.

Explanation of Checklist Answers

a. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. Since no construction would occur, there would be no short-term GHG emissions from construction-related activities such as demolition and grading, machinery and equipment, or from construction employee vehicles. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of GHG emissions generated by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

b. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the

amount of GHG emissions generated by the affected trucks. This is a potentially significant impact that will be evaluated in an EIR.

Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the proposed adjustments to designated truck routes in the City of Perris would not generate any new construction-related GHG emissions. However, the proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of GHG emissions generated by the affected trucks. This is a potentially substantial contribution to a cumulative impact that will be evaluated in an EIR.

Mitigation

To be determined in an EIR.

Mitigation Monitoring

To be determined in an EIR.

Impact After Mitigation

To be determined in an EIR.

HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 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 significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Background Information

A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quantity, concentration, or characteristics. Hazardous materials require special care in handling due to the hazards they pose to public health, safety, and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.

Hazardous materials are transported through the City, and businesses within the City handle, transport, and/or store hazardous materials. Other sources of hazardous materials include agricultural operations, illegal drug manufacturing, and clandestine dumping.

Existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within Perris.

Aircraft flights associated with March Air Reserve Base/Inland Port Airport (March ARB/IPA) and Perris Valley Airport are another potential source of noise and hazards for areas within Perris.

Evacuation routes in Perris are dependent upon the event and need for evacuation. During a breach of a reservoir, the only required evacuation route would be the movement onto high ground out of the flood plain. In the event of a major chemical spill or other significant disaster, areas of the City would be evacuated using local roadways and Interstate 215.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not increase the number of vehicles operating within the City of Perris. Therefore, the proposed project would not create a new significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not increase the number of vehicles operating within the City of Perris. Therefore, the proposed project would not create a new significant significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not increase the number of vehicles operating within the City of Perris. No existing or proposed school is located within one-quarter mile of the proposed new truck route of Case Road from Bonnie Drive to Watson Road. Therefore, the proposed project would not emit new hazardous emissions or handle new hazardous or new acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. None of these roadways are included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. Also, no new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, no impact would occur.

e. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. All of the truck routes are located within the airport influence areas for March ARB/IPA, while the truck routes in the southern portion of the City are also located within the airport influence areas for Perris Valley Airport. However, roadways are permitted within the hazard zones for these airports with the exception of the clear zones in which, the placing of structures, buildings, or above-ground utility lines is subject to severe restrictions. None of the designated truck routes are within the clear zones for the two airports. Therefore, no impact would occur.

f. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments

proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Then proposed project would have no physical affect on any of the City's designated evacuation routes. No impact would occur.

g. No Impact.

The undeveloped hillside areas to the west of Perris and in the southern area of the City are designated in the City of Perris General Plan Safety Element as Wildfire Hazard Areas. However, the proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not increase the number of vehicles operating within the City of Perris. Therefore, the proposed project would not expose people to an increased risk of loss, injury, or death involving wildland fires. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impacts with respect to hazards and hazardous materials. Therefore, it would not contribute to any potential cumulative impacts with respect to hazards and hazardous materials elsewhere in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

The Perris Valley Storm Channel is the backbone of the City's storm drainage system insofar as it is the primary collector of stormwater in the northern part of Perris, and is also the primary collector for the City of Moreno Valley. The storm channel was built by the Riverside County Flood Control and Water Conservation District in the mid-1950s to alleviate drainage problems associated with the expanding March Air Force Base and the frequency of overland flow in the Perris Valley during periods of high

runoff. The Riverside County Flood Control and Water Conservation District owns and maintains the channel.

The 24-mile-long San Jacinto River enters southern Perris from the east, at approximately the intersection of I-215 and Ellis Avenue, and runs approximately six miles, to the extreme southwesterly boundary of the City. Upstream of the City of Perris, the San Jacinto River meanders along its natural drainage course but is improved as an approximately 500-foot-wide earthen channel within the City limits. Its flood plain is over one-and-a-half miles wide as it passes through the City of Perris. The San Jacinto River collects stormwater from the Perris Valley Storm Channel and conveys it to Railroad Canyon Reservoir, which, in turn, discharges to Lake Elsinore.

The U.S. Congress established the National Flood Insurance Program with the passage of the National Flood Insurance Act of 1968 to allow property owners in participating communities to purchase federal insurance protection against flood losses. A community may participate in the National Flood Insurance Program by agreeing to adopt and enforce a floodplain management ordinance to reduce future flood risk due to new construction in floodplains. This insurance serves as an alternative to disaster assistance to reduce the growing costs of repairing properties damaged by floods.

The National Flood Insurance Program identifies Special Flood Hazard Areas, or areas within the floodplain of a community subject to a 1-percent or greater chance of flooding in any given year, known as the 100-year flood. Buildings in Special Flood Hazard Areas of participating communities are required by law to have flood insurance.

The National Flood Insurance Program delineates the nation's floodplains in a map referred to as a Flood Insurance Rate Map (FIRM). FIRMs are intended to assist communities in managing floodplain development and to assist insurance agents and property owners in identifying those areas where the purchase of flood insurance is advisable. The City of Perris is located in FIRM Flood Zones AE, A, X, and X500. Most of the flood zones are concentrated in the lower, flatter lands within the City of Perris.

Zone AE signifies areas of the 100-year floodplain for which base flood elevations and flood hazards have been determined. Mandatory flood insurance purchase requirements apply for any development within this zone.

Zone A signifies areas of the 100-year floodplain for which base flood elevations and flood hazards have not been determined. Mandatory flood insurance purchase requirements apply for any development within this zone.

Zone X signifies areas subject to flooding in the event of a 500-year flood, areas of a 100-year sheet flow flooding with average depths of less than one foot, areas of a 100-year stream flood with contributing drainage areas less than one square mile, and areas protected from a 100-year flood by levees. Flood insurance purchase requirements do not apply to developments in this zone.

Zone X500 corresponds to the areas outside of the 500-year flood plain. Flood insurance purchase requirements do not apply in this zone for any development.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not violate any water quality standards or water discharge requirements or otherwise substantially degrade surface or groundwater quality. No impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge. No impact would occur.

c.i. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site. No impact would occur.

c.ii. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. There would be no expected

change in the rate or amount of surface runoff from the truck route roadways or the roadways that are no longer designated as truck routes. Therefore, no impact would occur.

c.iii. No Impact.

As discussed above, there would be no expected change in the rate or amount of surface runoff from the truck route roadways or the roadways that are no longer designated as truck routes. Therefore, no impact would occur.

c.iv. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, there would be no change in the flow or direction of potential flood flows. No impact would occur.

d. No Impact.

As discussed above, the City of Perris is located within FIRM Flood Zones AE, A, X, and X500. However, the proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, there would be no change in the potential risk of release of pollutants during a flood event. No impact would occur.

e. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. There would be no change in water quality maintenance of the surface runoff from the truck route roadways or the roadways that are no longer designated as truck routes. Therefore, no impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impacts with respect to hydrology and water quality. Therefore, the proposed project would not contribute to any potential cumulative impacts with respect to hydrology and water quality materials elsewhere in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

The California Government Code mandates that every county and city within the state adopt a long-term general plan for the physical development of the county or city and of any land outside its boundaries which bears relation to its planning. The City of Perris General Plan is a 30-year guide for local government decisions on growth, capital investment, and physical development in the City of Perris. It guides future development plans and gives direction on how to make the future happen. The City of Perris General Plan is a dynamic document consisting of nine elements. There are currently the Land Use Element, Circulation Element, Conservation Element, Housing Element, Noise Element, Safety Element, Open Space Element, Healthy Community Element, and the Environmental Justice Element.

While all of the goals and policies adopted in the City of Perris General Plan are applicable to the overall development of the City, they are not all applicable to each and every new development project.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not divide any existing established community. No impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project is not a new land use on a previously undeveloped property or the redevelopment of a previously developed site with a new land use.

The evaluation of this potential impact is based on the consistency of the proposed project with the policies and goals from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. This comparison is provided in Table 2. As shown, the proposed project would be consistent with each of the applicable policies and goals. Because no actual development would occur, no impact would occur.

Cumulative Impacts

As discussed above, the proposed truck routes would not physically divide an established community or conflict with any applicable City of Perris General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, it would not contribute to potential cumulative impacts elsewhere in Perris.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

TABLE 2 - PERRIS GENERAL PLAN CONSISTENCY EVALUATION

Policy	Project Consistency Evaluation
Land Use Element	
Policy IV.A. The General Plan and the Zoning Code shall be revised and updated to maintain consistency with each other, and with regional plans.	**Consistent**. The proposed project includes both a General Plan Amendment and and Zoning Text Code Amendment to provide consistency of the City's designated truck routes within the City of Perris General Plan and Perris Municipal Code.
Policy V.B. Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land Use Compatibility Plan (ALUCP).	**Consistent**. All of the truck routes are located within the airport influence area for March ARB/IPA. However, roadways are permitted within the hazard zones for March ARB/IPA with the exception of the clear zones in which, the placing of structures, buildings, or above-ground utility lines is subject to severe restrictions. None of the designated truck routes are within the clear zones for March ARB/IPA.
Circulation Element	
Policy I.A. Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network.	**Consistent**. The proposed truck route changes have been identified to provide an efficient circulation system of truck travel between industrial centers and Interstate 215 while also voiding residential areas and sensitive receptors.
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 involves adjustments to designated truck routes in the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified.
Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	**Consistent**. The proposed truck route changes have been identified to provide an efficient circulation system of truck travel between industrial centers and Interstate 215 while also voiding residential areas and sensitive receptors.

TABLE 2 - PERRIS GENERAL PLAN CONSISTENCY EVALUATION

Policy	Project Consistency Evaluation
Policy V.A. Provide for safe movement of goods along the street and highway system.	**Consistent**. The proposed truck route changes have been identified to provide an efficient circulation system of truck travel between industrial centers and Interstate 215 while also voiding residential areas and sensitive receptors.
Policy VII.A. Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.	**Consistent**. There would be no change in environmental quality maintenance of the truck route roadways or the roadways that are no longer designated as truck routes.
Conservation Element	
Policy VI.A. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** There would be no change in drainage and water quality maintenance of the truck route roadways or the roadways that are no longer designated as truck routes.
Policy VII.A. Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent.** The proposed project involves adjustments to designated truck routes in the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified.
Noise Element	
II.A. Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.	**Consistent**. The proposed project involves adjustments to designated truck routes in the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No existing roadways would be widened as part of the proposed project and no existing roadways would have to be modified. The are no sensitive noise receptors along the proposed Case Road new truck route segment.

TABLE 2 - PERRIS GENERAL PLAN CONSISTENCY EVALUATION

Policy	Project Consistency Evaluation
Safety Element	
S-2.1. Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	**Consistent**. The proposed truck routes have been identified to provide an efficient circulation system of truck travel between industrial centers with existing and planned developments and Interstate 215. This includes the transport of hazardous materials. The are no sensitive receptors along the Case Road new truck route segment.
Open Space Element	
Policy III.A. Preserve hillsides and rock outcroppings in the planning areas.	**Consistent**. The proposed project involves adjustments to designated truck routes in the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified.

Source of table data: City of Perris General Plan as amended through August 2022.

MINERAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other applicable land use plan?	☐	☐	☐	☒

Background Information

In order to protect the availability of mineral resources of value, the California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZs):

- MRZ 1 - No mineral resources
- MRZ 2 - Significant resource area (quality and quantity known)
- MRZ 3 - Significant resource area (quality and quantity unknown)
- MRZ 4 - No information (applies primarily to high-value ores)

The California Department of Conservation is primarily interested in the preservation of access to significant resources areas included in MRZ 2. Lands within the City of Perris and its Sphere of Influence are designated MRZ 3 and MRZ 4, which are not defined as significant resource areas.

No sites within the City of Perris have been designated in the City of Perris General Plan or any specific plan for mineral recovery.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not result in the loss of availability of any mineral resource. No impact would occur.

b. No Impact.

As discussed above, no sites within the City of Perris have been designated in the City of Perris General Plan or any specific plan for mineral recovery. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would not result in the loss or availability of important mineral within the City of Perris. Therefore, the proposed project would not contribute to the potential loss of availability of mineral resources elsewhere in Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

NOISE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive ground borne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private air strip 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?	☐	☐	☐	☒

Background Information

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate

noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as an unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as the distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes, hotels, and commercial buildings is generally more than 30 dBA.

Fundamentals of Ground-borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration.

Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

Explanation of Checklist Answers

a. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. Since no construction would occur, there would be no short-term noise impacts from construction-related activities such as demolition and grading, machinery and equipment, or from construction employee vehicles. However, the proposed project could potentially increase the number of trucks on other designated truck routes with the City of Perris. This is a potentially significant impact that will be evaluated in an EIR.

b. Potentially Significant Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. Since no construction would occur, there would be no short-term ground-borne vibration impacts from construction-related activities such as demolition and grading, or machinery and equipment. However, the proposed project could potentially increase the number of trucks on other designated truck routes with the City of Perris. This is a potentially significant impact that will be evaluated in an EIR.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. However, the proposed project could potentially increase the number of trucks on other designated truck routes with the City of Perris. This is a potentially significant impact that will be evaluated in an EIR. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. All of the truck routes are located within the airport influence areas for March ARB/IPA while the truck routes in the southern portion of the City are also located within the airport influence areas for Perris Valley Airport. However, roadways are not considered to be sensitive to airport noise levels. Therefore, no impact would occur.

Cumulative Impacts

As discussed above, no new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no short-term noise or ground-borne vibration impacts from construction-related activities such as demolition and grading, or machinery and equipment. However, the proposed project could potentially increase the number of trucks on other designated truck routes with the City of Perris. This is a potentially substantial contribution to a cumulative impact that will be evaluated in an EIR.

Mitigation

To be determined in an EIR.

Mitigation Monitoring

To be determined in an EIR.

Impact After Mitigation

To be determined in an EIR.

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

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are

presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. As such, no new roadways would be constructed that could open up inaccessible areas to unplanned growth. No population growth would occur as a result of the proposed project.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. Therefore, the proposed project would not result in the demolition of any existing residential units or the displacement of any residents. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impact regarding potential impacts associated with population and housing. Therefore, it would also have no contribution to potential cumulative population and housing impacts associated with development elsewhere within Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:	☐	☐	☐	☒
• Fire Protection?	☐	☐	☐	☒
• Police Protection?	☐	☐	☐	☒
• Schools?	☐	☐	☐	☒
• Parks?	☐	☐	☐	☒
• Other Public Services?	☐	☐	☐	☒

Background Information

The Riverside County Sheriff's Office, under contract with the City of Perris and operating as the Perris Police Department provides law enforcement services to the City of Perris. The Perris Station of the Riverside County Sheriff's Department (Perris Police Station) is located at 137 North Perris Boulevard in Perris. The Perris Station also serves a sizable area of unincorporated Riverside County.

The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department, provides fire prevention, suppression, and paramedic services to the City of Perris. There are currently four fire stations which serve the City: Station 1 at 210 W. San Jacinto Avenue; Station 2 at 333 Placentia Avenue; Station 59 at 19450 Clark Street in Mead Valley; and Station 7 at 27860 Bradley Road in Sun City. The City of Perris recently approved a site for a new fire station within the southern area of Perris.

Public education is provided to the residents of Perris by five school districts: the Val Verde Unified School District, the Perris Union High School District, the Perris Elementary School District, the Romoland School District, and the Menifee Union School District.

The City of Perris provides public park facilities and programs to its residents. The City presently provides 22 and sports complexes.

Other public services provided in Perris include libraries and municipal administration. Residents of the City of Perris are provided library services through the Riverside County Library System. One library is located within Perris while the Nuview, Sun City, and Paloma Valley libraries are also accessible to Perris residents. Municipal Administration is provided at the City of Perris City Hall at 101 North D Street.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. The proposed project would not increase the number of vehicles operating within the City of Perris. Therefore, the proposed project would not generate any growth in population or employment that might necessitate the development or alternation of government facilities. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impact regarding potential impacts associated with public services. Therefore, it would also have no contribution to potential cumulative public services impacts associated with development elsewhere within Perris and Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Background Information

The City of Perris provides public park facilities and programs to its residents. The City presently provides 22 and sports complexes.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. Therefore, the proposed project would not generate any population growth that would increase the use of existing neighborhood and regional parks or other recreational facilities. No impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. No recreational facilities are included as part of the proposed project. Therefore, the proposed project

would not generate any population growth that would increase the use of existing recreational facilities. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impact regarding potential impacts associated with recreation. Therefore, it would also have no contribution to potential cumulative public services and recreation impacts associated with development elsewhere within Perris and Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

TRANSPORTATION	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subsection (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?	☐	☐	☐	☒

Background Information

Prior to 2019, traffic impacts in the City of Perris and adjacent areas were evaluated using the level of service (LOS) ranking scale, which were based on a volume-to-capacity ratio. The State of California revised the CEQA Guidelines on December 28, 2018 to change the way that transportation impacts are

determined to be significant. Specifically, the State has determined that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Pursuant to Section 15064.3(b) of the CEQA Guidelines, the following criteria are to be used analyzing transportation impacts:

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the

proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. The proposed project would not change any transit, roadway, bicycle, or pedestrian facilities and no new circulation facilities would be required for the proposed project. No impact would occur.

b. No Impact.

Pursuant to CEQA Guidelines Section 15064.3(a), VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

In November 2017, the Governor's Office of Planning and Research published a Technical Advisory on Evaluating Transportation Impacts in CEQA. The Technical Advisory provides technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. According to the Technical Advisory, the types of transportation projects that would likely lead to a measurable and substantial increase in vehicle travel generally include the addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges.

The Technical Advisory states that the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. As such, under CEQA, VMT does not apply to medium/heavy trucks or buses.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. The proposed project would not be expected to change the VMT associated with automobiles traveling within the City of Perris. No impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not change the existing roadway system geometry in the City. No impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The truck routes would continue to provide general and emergency access to the properties within the City of Perris. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would not result in an increase in traffic volumes. It also would not result in any changes to the existing roadway system geometry in the City. As such, it would not contribute to any potentially significant cumulative transportation impacts in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

The City of Perris lies within the territory of the Native American group known as the Luiseño. The Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges mountains at San Jacinto (including Palomar Mountain to the south and Santiago Peak to the north), on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano.

Explanation of Checklist Answers

a.i. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. As

discussed previously in the Cultural Resources section of this Initial Study, there would be no affect on historical resources since no construction would occur. Therefore, no impact would occur.

a.ii. No Impact.

Public Resources Code Section 21080.3.1 states that "...Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources that may inform the lead agency in its identification and determination of the significance of tribal cultural resources" and, therefore establishes the following requirements for consultation.

Prior to determining whether a negative declaration, mitigated negative declaration, or EIR is required for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. The lead agency shall begin the consultation process within 30 days of receiving a California Native American tribe's request for consultation.

On September, 2025, the City provided notification of consultation opportunity to the following California Native American tribes that are traditionally and culturally affiliated with Riverside County:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Campo Kumeyaay Nation
- Cahuilla Band of Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Las Posta Band of Diegueño Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pechanga Band of Indians

- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- Rincon Band of Luiseño Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians
- Torres-Martinez Desert Cahuilla Indians

At the end of 30 days, no tribes had responded to the City in writing.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Since no construction would occur, there would be no affect on tribal cultural resources. Therefore, no impact would occur.

Cumulative Impacts

Impacts to tribal cultural resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on tribal cultural resources. The development of other sites within Perris could result in impacts to historic and/or prehistoric tribal cultural resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of tribal cultural resources elsewhere within Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

Utilities and Service Systems	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded wastewater treatment or storm water 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 determined 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?	☐	☐	☐	☒

Background Information

Potable water delivery is provided to the City of Perris by the Eastern Municipal Water District (EMWD). The EMWD also owns and maintains the sanitary sewer system serving most of the City of Perris and its Sphere of Influence. The City of Perris Sewer District owns and maintains sanitary sewers in and around Downtown Perris. Wastewater treatment for all customers in Perris is processed by the EMWD at the Perris Valley Regional Water Reclamation Facility.

Solid waste collection service in the City of Perris is provided by CR&R Incorporated. Waste is transported to Perris Materials Recovery Facility at 1706 Goetz Road where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill on Dawson Canyon Road in Corona or to the Badlands Landfill on Ironwood Avenue in Moreno Valley.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The existing infrastructure within the roadways would remain. The proposed project would not increase the demand for new or expanded water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications facilities. No impact would occur.

b. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed project would not require the provision of potable water supplies from the EMWD. No impact would occur.

c. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. The proposed project would not result in the generation of wastewater or the need for new wastewater treatment facilities. No impact would occur.

d. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris. The proposed project would not generate any increase in solid waste. No impact would occur.

e. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. Therefore, the proposed project would not be subject to any solid waste statutes or regulations. No impact would occur.

Cumulative Impacts

As discussed above, the proposed project would not result in impacts to utilities and service systems. Therefore, it would not contribute to any potentially significant cumulative impacts to utilities and service systems in Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

Wildfire	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency 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 and 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?	☐	☐	☐	☒

Background Information

A wildland fire is an uncontrolled fire spreading through vegetative fuels that may expose or consume structures. Although not located in a wilderness area, the threat of a wildland fire in or near the City of Perris is high due to the wildland urban areas in and around the City, where structures and other human development meet or intermingle with wildland or vegetative fuels. The threat of wildfire is particularly significant during dry summer months and when there are strong Santa Ana winds. The fire season typically extends approximately five to six months, from late spring through fall. The aftermath of wildland fire produces new areas of potential landslide as burned and defoliated soils are exposed to winter rains.

The undeveloped hillside areas to the west of Perris and in the southern area of the City are designated in the City of Perris General Plan Safety Element as Wildfire Hazard Areas. All of the properties within the City of Perris are within a Local Responsibility Area. No portions of the City are within a State Responsibility Area.

Explanation of Checklist Answers

a-d. No Impact.

As discussed above, the undeveloped hillside areas to the west of Perris and in the southern area of the city are designated in the Safety Element as Wildfire Hazard Areas. Only the planned extension of Ethanac Road west of the San Jacinto River is located within a Very High Fire Hazard Severity Zone. However, the proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project. The proposed truck route changes are not located within or immediately adjacent to the Wildfire Hazard Areas as designated in the City of Perris General Plan Safety Element. Therefore, no impact associated with wildfire fires would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impact associated with wildfire hazards. Therefore, it would have no contribution to any cumulative impacts associated with wildfire hazards elsewhere within Perris or Riverside County.

Mitigation

None recommended or required.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

CEQA Guidelines Section 15065(a) mandates that lead agencies find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

- The project has 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 an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

- The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

Explanation of Checklist Answers

a. No Impact.

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and no existing roadways would have to be modified. The proposed truck route changes would not change the land use designations for any properties within the City of Perris.

The analysis presented in the Biological Resources section of this Initial Study concludes that the proposed project would not affect any habitat that would support candidate, sensitive, or special status species. No construction would occur that could affect sensitive habitat or wildlife. No impact would occur.

Because no construction would occur, the proposed project also would not affect any significant historic resources, archeological resources, or paleontological resources. No impact would occur.

b. Potentially Significant Impact.

The proposed project could potentially increase the distance that trucks have to travel to access designated truck routes with the City of Perris. An increased travel distance would increase the amount of air pollutant and GHG emissions generated by the affected trucks and the amount of fuel consumed by the affected trucks. The proposed project could also increase the number of trucks operating on other. truck routes within Perris, thus potentially increase noise and ground-borne vibration levels. These are potentially significant cumulative impacts that will be evaluated in an EIR.

c. Potentially Significant Impact.

The proposed project could increase the number of trucks operating on other. truck routes within Perris, thus potentially increase noise and ground-borne vibration levels. These are potentially significant cumulative impacts that will be evaluated in an EIR.

Mitigation

To be determined in an EIR.

Mitigation Monitoring

To be determined in an EIR.

Impact After Mitigation

To be determined in an EIR.

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