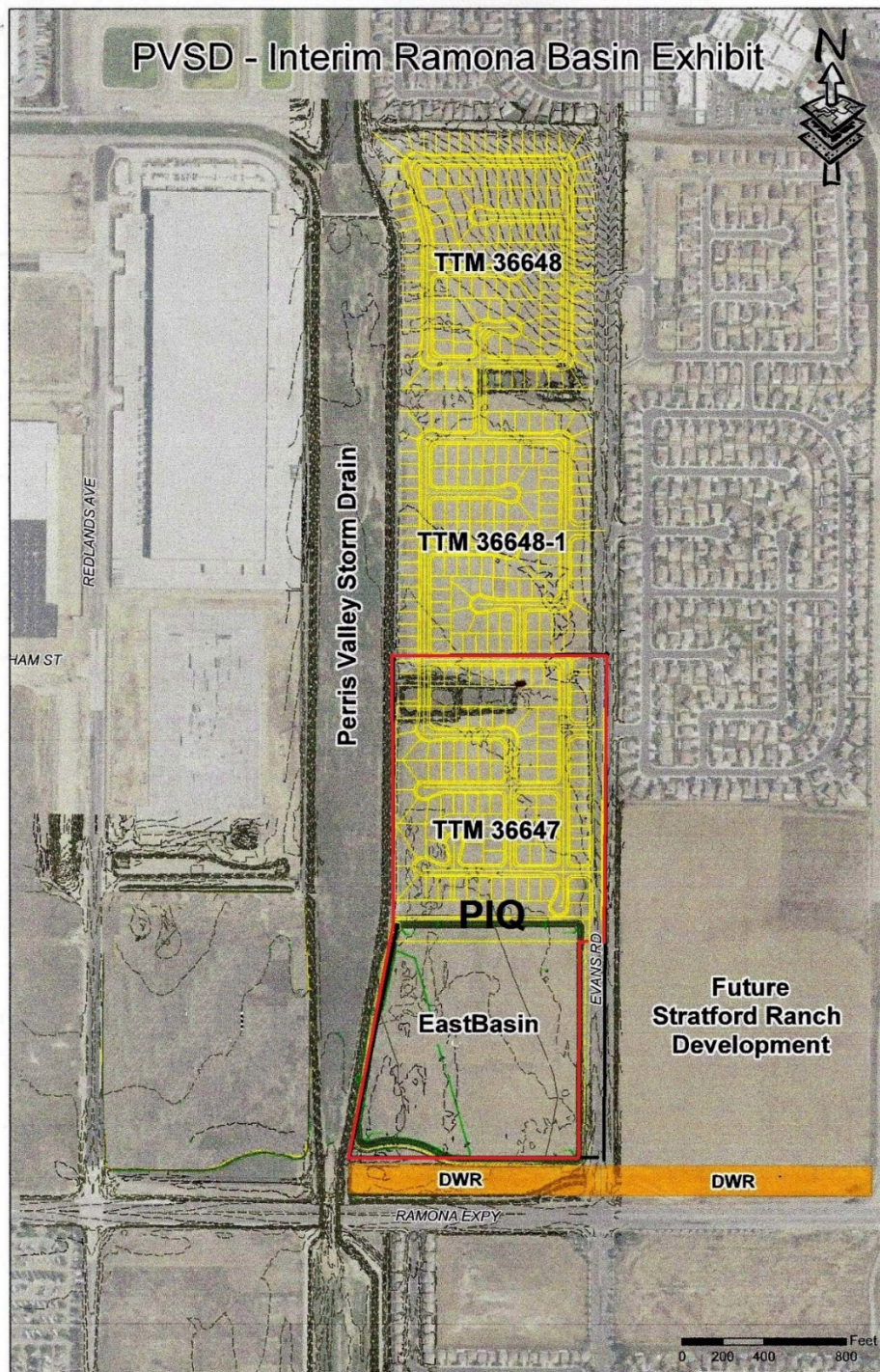
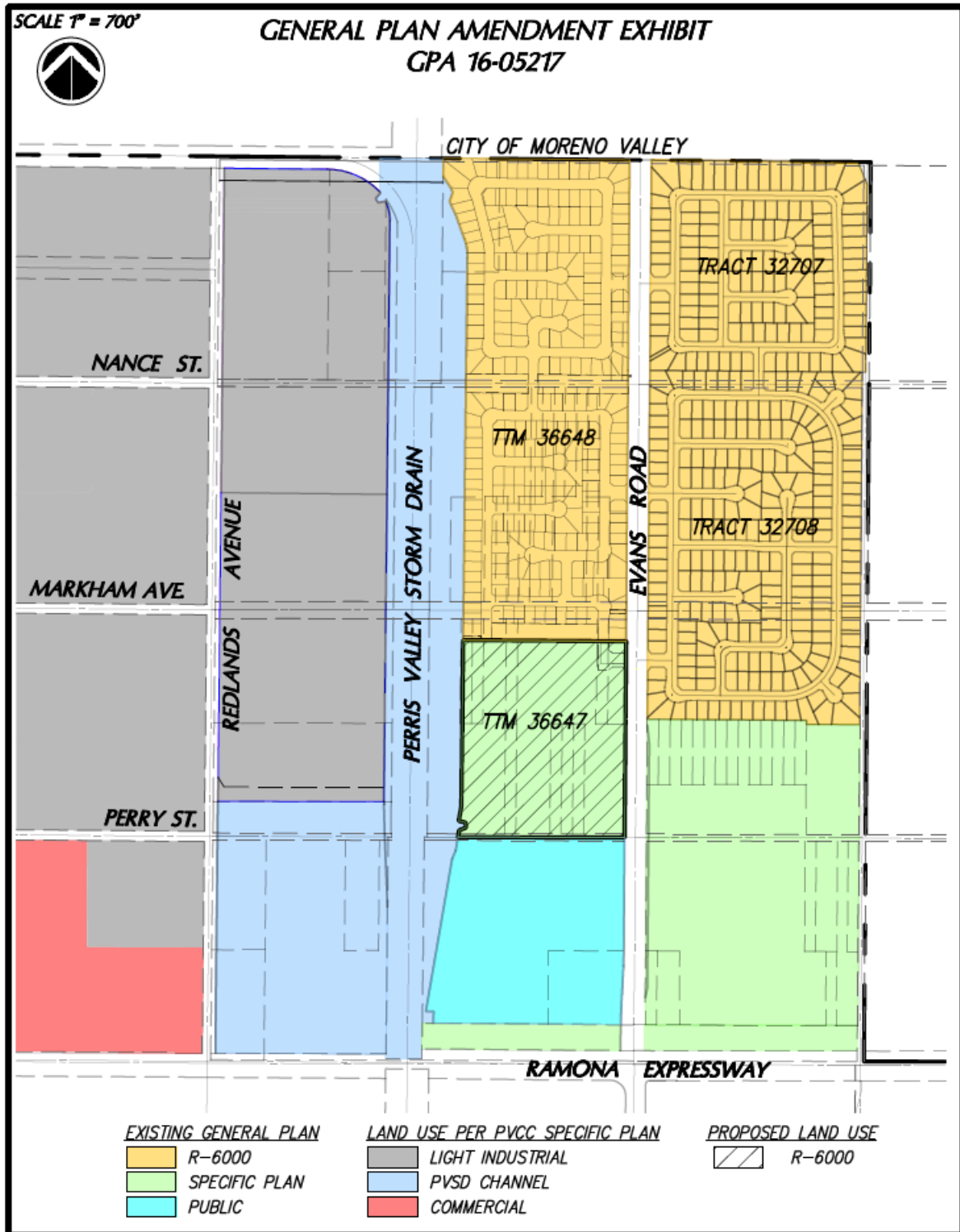


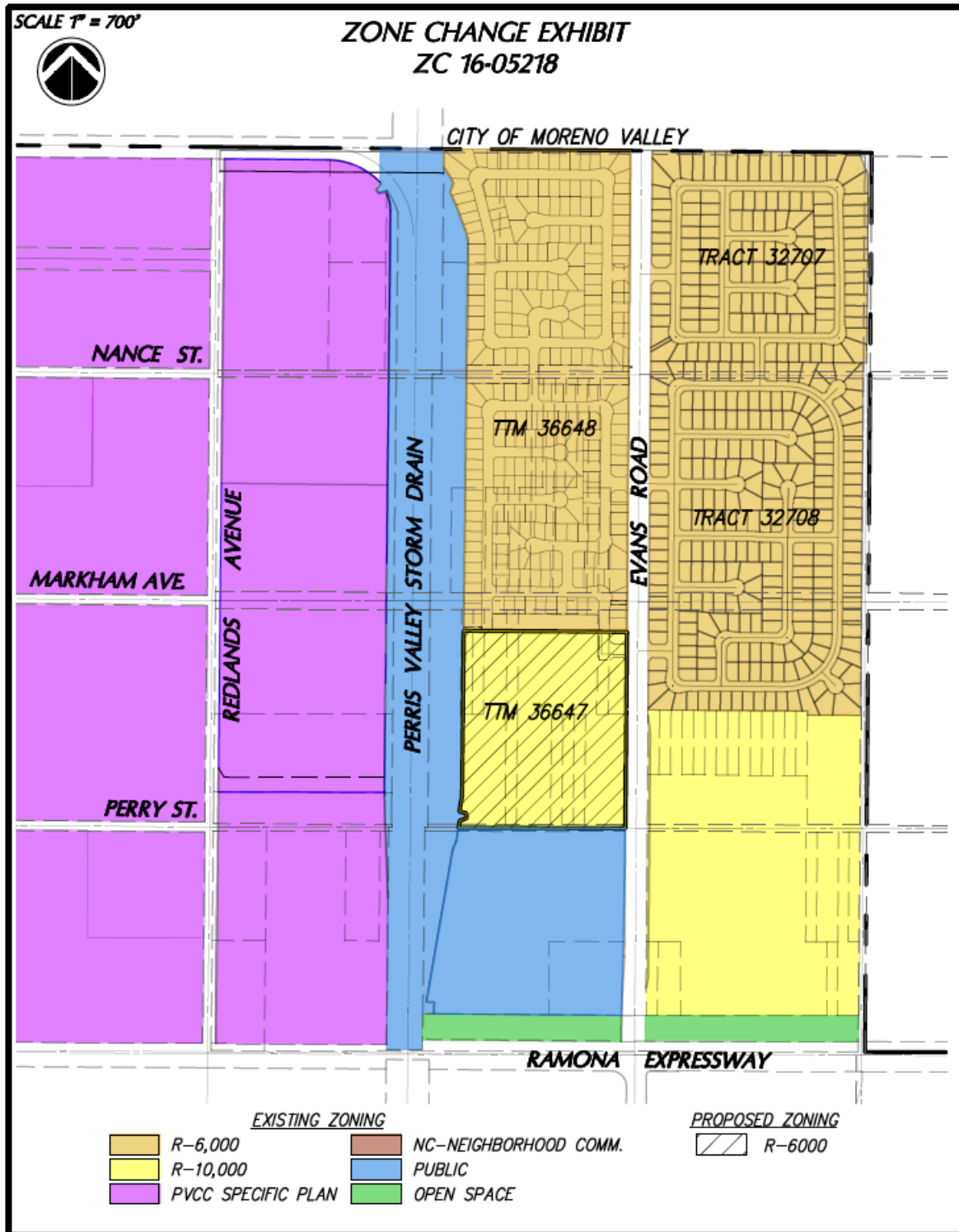
<b>City of Perris</b> <b>135 North "D" Street, Perris,</b> <b>California 92570</b>																	
Project Title	Tentative Tract Map 36647 and East Detention Basin Case (16-05216) General Plan Amendment Case (GPA 16-05217), Zone Change Case (ZC 16-05218) and Mitigated Negative Declaration (MND 2339)																
Lead Agency Name and Address	City of Perris Planning Division, 135 North "D" Street, Perris, California 92570																
Contact Person and Phone Number	Nathan Perez, Senior Planner, (951) 943-5003, ext. 279																
Project Location	The project site is located north of Ramona Expressway and between Evans Road and the Perris Valley Storm Drain (APN# 302-150-009, 019, and 302-140-003, 004, and 007).																
Project Sponsor's Name and Address	Mission Pacific Land Company Jason Keller 4100 Newport Place Dr., Suite 480 Newport Beach, CA 92660																
General Plan Designation	Existing: Specific Plan (No adopted plan) Proposed: R-6000																
Zoning	Existing: R-10,000 Proposed: R-6000																
Description of Project	A General Plan Amendment to change the General Plan Land Use element from Specific Plan to R-6000, and a Change of Zone from R-10,000 to R-6000 to permit Tr. 36647, a subdivision of 24.12 gross acres into 90 lots having a lot size of 6000 sf, together with an approximately 29 acre Drainage Basin ("East Basin"). Phase 1 construction activities includes the import of 400,000 cubic yards (CY) of soil material which is excavated from the 29-acre property to the south of TTM 36648. Phase 2 construction activities will include the import of 200,000 CY from the same site. The overall project size of Tracts 36647 and 36648 (not a part of this project) is approximately 53 acres.																
Surrounding Land Uses and Setting	<table border="1"> <thead> <tr> <th>Boundary</th> <th>General Plan Designation</th> <th>Existing Land Use</th> </tr> </thead> <tbody> <tr> <td>Eastern</td> <td>Residential 6000 and Specific Plan</td> <td>Residential and Vacant</td> </tr> <tr> <td>Northern</td> <td>Residential 6000</td> <td>Vacant (Tr, 36648)</td> </tr> <tr> <td>Southern</td> <td>May Ranch Specific Plan</td> <td>Commercial and Residential</td> </tr> <tr> <td>Western</td> <td>Perris Valley Commerce Center Specific Plan</td> <td>Industrial</td> </tr> </tbody> </table>		Boundary	General Plan Designation	Existing Land Use	Eastern	Residential 6000 and Specific Plan	Residential and Vacant	Northern	Residential 6000	Vacant (Tr, 36648)	Southern	May Ranch Specific Plan	Commercial and Residential	Western	Perris Valley Commerce Center Specific Plan	Industrial
Boundary	General Plan Designation	Existing Land Use															
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Southern	May Ranch Specific Plan	Commercial and Residential															
Western	Perris Valley Commerce Center Specific Plan	Industrial															
Other public agencies whose approval is required	<ul style="list-style-type: none"> <li>California Regional Water Quality Control Board</li> <li>Airport Land Use Commission</li> </ul>																



Project area in red border.







## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Aesthetic/Visual                  | <input type="checkbox"/> Agricultural Resources        | <input type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources   | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions          | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning                 | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing                | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> 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 would 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.

\_\_\_\_\_  
Signature of Lead Agency Representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed name

\_\_\_\_\_  
City of Perris

\_\_\_\_\_  
Agency

1. <b><u>AESTHETICS</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Environmental Impact Report for City of Perris General Plan 2030. Cultural Resources Assessment, Stratford Ranch Residential Project, LSA, July 2003. Cultural Resources Assessment, STRATFORD RANCH RESIDENTIAL DETENTION BASIN PROJECT, December 2014.

The project site is located within a broad basin dominated by the slopes and dam face of the Lake Perris State Recreation Area located west of the site. More distant vistas include the San Bernardino Mountains to the north and Gavilan Hills to the west. The property largely contains low ruderal grasses and is otherwise devoid of physical features after having been used for dry farming for many years.

### **Explanation of Checklist Answers**

**1a. Less Than Significant Impact.** A scenic vista can be impacted in two ways: (1) a development project can have visual impacts by either directly diminishing the scenic quality of the vista or (2) by blocking the view corridors or “vistas” of the scenic resource. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City’s General Plan EIR (Section 4.2, Aesthetics),

The project site is an undeveloped, relatively flat parcel surrounded by a mix of residential development, industrial development, drainage facilities, public streets, and vacant lands. Title 19 of the Perris Municipal Code regulates all elements of development, including building heights. Tract 36647 will be required to comply with the provisions of Title 19.25 (R-6000 Single Family Zone), which will reduce potential impacts on a scenic vista to a level of insignificance.

**1b. No Impact.** The project site contains no trees or rock outcroppings. The cultural resource report prepared for the project identified no visible historic resources on the site. The nearest eligible State Scenic Highway is Highway 74 located approximately three miles south of the project area. The absence of these resources on or near the project site results in no impact.

**1c. Less Than Significant Impact.** The proposed project will introduce development in residential form on a site that has historically been vacant and used for farming activities. This land use transition follows a trend that has been emerging on adjacent lands and has been accommodated under the Perris City General Plan. The Perris General Plan sets out density standards for residential development. Consistency with the General Plan and compliance with the provisions of Zoning ordinance Title 19,

provisions are in place to guide future development in a manner that will result in less than significant impacts on the visual character of the area.

- 1d. Less Than Significant Impact.** According to the City's General Plan EIR (Section 4.2, Aesthetics), The City of Perris is largely undeveloped and a significant amount of ambient light from urban uses will be introduced with new development. The majority of new development will be located on large pieces of undeveloped land. Where development is proposed for large vacant areas, low-density residential uses would be included, which would result in new sources of light or glare.

With that expectation, the City of Perris has enacted Ordinance Number 1051. Section 19.02.110 A and B, and 19.69.030.C.5.h of the City of Perris Zoning Ordinance requires the use of certain types of light fixtures on non-residential properties. This requirement minimizes the amount of light cast on adjoining properties, the public right-of-way, and into the night sky.

The City also implements Riverside County Light Pollution Ordinance 655 to restrict the permitted use of certain light fixtures through lumen power and shielding to reduce light into the night sky. The primary intent of the ordinance is the protection of astronomical observation and research.

The nature of the proposed project as a single family residential development and an interim storm water basin would not result in a significant source of new light and glare. However, the residential development will contribute to an increase in ambient light within the valley. Compliance with the provisions of Ordinance 655 will result in an impact that is less than significant.

<b>2. <u>AGRICULTURE AND FORESTRY RESOURCES</u></b>		<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. <u>AGRICULTURE AND FORESTRY RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Riverside County RCIP [http://planning.rctlma.org/Portals/0/genplan/general\\_plan\\_2014/EnvironmentalImpactReport/04-05\\_AgriAndForestryRscrs\\_2014-04-15.pdf](http://planning.rctlma.org/Portals/0/genplan/general_plan_2014/EnvironmentalImpactReport/04-05_AgriAndForestryRscrs_2014-04-15.pdf), <http://www.conservation.ca.gov/dlrp/lesa/Documents/lesamodl.pdf>

### **Explanation of Checklist Answers**

- 2a. Less than Significant Impact.** The project site is designated as “Farmland of Local Importance” by the State Department of Conservation. The proposed project would result in conversion of Farmland as designated by the FMMP Program to non-agricultural use. The significance of an impact upon local farmland is addressed in 2e. As discussed below, the project’s conversion of agricultural land to non-agricultural uses, both directly and indirectly, would result in a less than significant impact related to this issue and no mitigation is required.
- 2b. No Impact.** As identified in the City’s General Plan, there are no agricultural zones identified by the City for the project site or any of the surrounding properties. There are also no Williamson Act contracts applicable to the project site. Because the project site is not zoned for agricultural uses and because surrounding areas are not zoned for agricultural uses, implementation of the proposed project would not conflict with existing zoning for agricultural uses nor would it conflict with any Williamson Act Contract. No impacts related to this issue would occur with implementation of the proposed project and no mitigation is required.
- 2c–2d. No Impact.** The project site does not have any existing forest lands, or zoning for forest lands or timberland. Therefore, the proposed project would not conflict with existing forest zoning, cause rezoning of forest land, or result in the loss or conversion of forest lands to non-forest uses as no such resources exist in the City. Therefore, no impacts associated with this issue would occur and no mitigation is required.
- 2e. No Impact.** As discussed under Threshold 2a above, the FMMP map indicates there are 10 acres of “Farmland of Local Importance” (FMMP 2012). The project site is not currently being used for agricultural uses. The following analysis is based on application of the LESA Model to the proposed project.

### ***California Land Evaluation and Site Assessment Model***

Appendix G of the State CEQA Guidelines states, “in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (CDOC) as an optional model to use in assessing impacts on agriculture and farmland.” The LESA model is a point-based approach used to rate the relative value of agricultural land resources.



The LESA model is composed of six different factors. Two factors (i.e., Land Evaluation [LE] factors) are based on soil resource quality and four factors (i.e., Site Assessment factors) provide measures of a given project's size, water resources, and surrounding lands. Each of these factors is separately rated on a 100 point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. This score becomes the basis for making a significance determination regarding the conversion of agricultural lands to non-agricultural uses based on a set of scoring thresholds (CDOC 1997). Table 1 provides the LESA scoring thresholds.

**TABLE 1**  
**CALIFORNIA LESA MODEL SCORING THRESHOLDS**

Total LESA Score	Significance Determination
0 to 39 points	Not Considered Significant
40 to 59 points	Considered Significant <i>only</i> if LE and SA subscores are each $\geq 20$ points
60 to 79 points	Considered Significant <i>unless</i> either LE or SA subscore $< 20$ points
80 to 100 points	Considered Significant
LESA: California Agricultural Land Evaluation and Site Assessment Model; LE: Land Evaluation; SA: Site Assessment Source: CDOC 1997.	

**TABLE 2**  
**LAND EVALUATION (LE) SCORE**

Soil Type	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Rating
Dv (Domino silt loam)	24	1	IIIs	40	24	65	48
LCC: Land Capability Classification; N/A: Not Applicable USDA Natural Resources Conservation Service							

**TABLE 3**  
**PROJECT SIZE SCORE**

	LCC Classes I–II	LCC Class III	LLC Classes IV–VIII
<b>Total Acres</b>	0	0	24
<b>Project Size Scores</b>	–	-	40
<b>Highest Project Size Score</b>	–	-	<b>40</b>
LCC: Land Compatibility Classification			

**TABLE 4  
WATER RESOURCE AVAILABILITY SCORE**

Project Portion	Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score
1	Not irrigated	1.0 (100%)	25	25

**TABLE 5  
SURROUNDING AGRICULTURAL LAND SCORE**

Total Acreage in ZOI	Acres in Agricultural Production	Percent in Agricultural Production	Surrounding Agricultural Land Score
166.9	24	14.3	0
ZOI: Zone of Influence ½ mile buffer			

**TABLE 6  
SURROUNDING PROTECTED RESOURCE LAND SCORE**

Total Acreage in ZOI	Acres of Protected Resource Land	Percent Protected Resources Land	Surrounding Resource Land Score
166.9	0	0	0
ZOI: Zone of Influence ½ mile buffer			

**TABLE 7  
PROPOSED PROJECT LESA SCORE**

	Factor Scores (acres; or 0–100 points)	Factor Weighting (Total = 1.00)	Weighted Factor
<b>Land Evaluation Factors</b>			
Land Capability Classification	10	0.25 (25%)	2.5
Storie Index Rating	48	0.25 (25%)	12
<i>Land Evaluation Subtotal</i>			<b>14.5</b>
<b>Site Assessment Factors</b>			
Project Size	24	0.15 (15%)	3.6
Water Resource Availability	25	0.15 (15%)	3.75
Surrounding Agricultural Land	0	0.15 (15%)	0
Protected Resource Land	0	0.05 (5%)	0
<i>Site Assessment Subtotal</i>			<b>7.35</b>
<b>Total LESA Score</b>			<b>21.85</b>

The project area scored less than 39 points the project site is deemed not significant. Therefore, no impacts associated with this issue would occur and no mitigation is required.

3. <u>AIR QUALITY</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Stratford Ranch Residential (TTM 36647) AIR QUALITY IMPACT ANALYSIS Revised, Urban Crossroads, May 10, 2018. Stratford Ranch Residential (TTM 36648) AIR QUALITY IMPACT ANALYSIS Revised, Urban Crossroads, February 21, 2020.

### **Explanation of Checklist Answers**

**3a. Less than Significant Impact.** The Project site is located within the SCAB, which is characterized by relatively poor air quality. The South Coast Air Quality management District, (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin.

The SCAQMD has developed regional and localized significance thresholds for other regulated pollutants, as summarized at Table 1. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2015) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**TABLE 1: MAXIMUM DAILY EMISSIONS REGIONAL THRESHOLDS**

POLLUTANT	OPERATIONS	CONSTRUCTION
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day

Sox	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Currently, these state and federal air quality standards are exceeded in most parts of the Basin. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

On October 17, 2017, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model™ (CalEEMod™) version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (NO<sub>x</sub>, VOC, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>x</sub>, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod™ has been used for this Project to determine construction and operational air quality emissions.

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. This AQIA utilizes summer, winter, and annual EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season.

Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors. The equations applied to obtain CalEEMod vehicle emission factors for each emission type are detailed in CalEEMod User's Guide *Appendix A: of the Air Quality study*.

### Construction Impacts

Construction is expected to commence in January 2021 and will last approximately 110 days. Construction duration by phase is shown on Table 2. The duration of construction activity was estimated based on CalEEMod model defaults, past project experience, and a 2025 opening year.

**TABLE 2: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Phase 1			
Grading	01/04/2021	06/04/2021	110
Phase 2			
Grading	07/03/2023	12/22/2023	125
Building Construction	12/23/2023	10/25/2024	220
Paving	10/26/2024	12/13/2024	35
Architectural Coating	12/14/2024	11/14/2025	240

It should be noted that residential developments typically construct several residential units at a time rather than constructing all units simultaneously. As a conservative measure, the duration of architectural coatings has been doubled to reflect the elongated schedule resulting from building the residential developments in batches.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. Phase 1 construction activities includes the import of 400,000 cubic yards (CY) of soil material, which is excavated from the 29-acre contiguous property to the south of Tentative Tract Map 36648 site. Phase 2 construction is anticipated to include the import of 200,000 CY of soil import from the same property. Soil will be hauled using scrapers during grading activities rather than haul trucks.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults.

The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel); Rule 403 (Fugitive Dust); and Rule 1186 / 1186.1 (Street Sweepers).

The estimated maximum daily construction emissions without mitigation are summarized on Table 3.



**TABLE 3: EMISSIONS SUMMARY OF OVERALL CONSTRUCTION (WITHOUT MITIGATION)**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
Phase 1						
2021	6.34	69.08	43.83	0.10	1.67	4.18
Phase 2						
2023	5.14	51.62	38.86	0.10	6.80	3.48
2024	20.86	15.99	19.51	0.04	1.50	0.85
2025	20.85	1.56	2.83	0.01	0.24	0.11
<b>Winter</b>						
Phase 1						
2021	6.35	69.46	43.80	0.10	7.63	4.18
Phase 2						
2023	5.15	51.62	38.79	0.10	6.80	3.48
2024	20.87	15.99	19.35	0.04	1.50	0.85
2025	20.85	1.56	2.79	0.01	0.24	0.11
<b>Maximum Daily Emissions</b>	<b>20.87</b>	<b>69.46</b>	<b>43.83</b>	<b>0.10</b>	<b>7.63</b>	<b>4.18</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1.

### Operational Impacts

Operational activities associated with the proposed Project will result in emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from Area Source Emissions, Energy Source Emissions, and Mobile Source Emissions.

Area source emissions include architectural coatings, consumer products, (such as detergents, cleaning compounds, polishes, personal care products, and lawn and garden products), emissions associated with use of hearths/fireplaces, and motorized landscape maintenance equipment.

Energy source emissions consist of electricity and natural gas are used by almost every project.

Mobil source emissions (vehicular impacts) are dependent on both overall daily vehicle trip generation and the effect of the project on peak hour traffic volumes and traffic operations in the vicinity of the project.

The estimated operation-source emissions are summarized on Table 4. Under the worst case Summer Activities scenario, emissions resulting from the Project operations would not exceed the numerical thresholds established by the SCAQMD for any criteria pollutant. Therefore, a less than significant impact would occur and no mitigation is required.

**TABLE 4 PEAK OPERATIONAL EMISSIONS SUMMARY**

Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	16.40	0.09	7.42	3.90E-04	0.04	0.04
Energy Source	0.05	0.40	0.17	2.55E-03	0.03	0.03
Mobile Source	1.78	5.26	19.30	0.06	6.32	1.72
<b>Total Maximum Daily Emissions</b>	<b>18.23</b>	<b>5.75</b>	<b>26.89</b>	<b>0.06</b>	<b>6.39</b>	<b>1.79</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Operational Activities – Winter Scenario	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source	16.40	0.09	7.42	3.90E-04	0.04	0.04
Energy Source	0.05	0.40	0.17	2.55E-03	0.03	0.03
Mobile Source	1.80	5.45	18.15	0.06	6.32	1.72
<b>Total Maximum Daily Emissions</b>	<b>18.24</b>	<b>5.93</b>	<b>25.74</b>	<b>0.06</b>	<b>6.39</b>	<b>1.79</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: CalEEMod operational-source emissions are presented in Appendix 3.1.

As shown in Table 5, the proposed Project's construction activities could actively disturb approximately five acres per day during Phase 1 and Phase 2 grading activities.

**TABLE 5 MAXIMUM DAILY DISTURBED ACREAGE**

Construction Phase	Equipment Type	Equipment Quantity	Acres graded per 8-hour day	Operating Hours per Day	Acres graded per day
Phase 1					
Grading	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	4	1.0	8	4.0
Total acres disturbed per day during Phase 1 Grading					5.0
Phase 2					

Grading	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	4	1.0	8	4.0
Total acres disturbed per day during Phase 2 Grading					5.0

The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (LST Methodology).

For this Project, the appropriate Source Receptor Area (SRA) for the LST is the Perris Valley monitoring station (SRA 24). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter ≤ 10 microns (PM<sub>10</sub>), and particulate matter ≤ 2.5 microns (PM<sub>2.5</sub>). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

The nearest sensitive receptor includes existing residential homes located immediately adjacent to the north of the Project site. Notwithstanding, the *Methodology* explicitly states that *"It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (27)."* Accordingly, LSTs for receptors at 25 meters are utilized in this analysis and provide for a conservative i.e. "health protective" standard of care.

Since the total acreage disturbed is five acres per day for the grading phase, the SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres. As previously noted, a 25-meter receptor distance is utilized to determine the LSTs for emissions of CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Table 6 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs. Therefore, a less than significant impact would occur.

**TABLE 6: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION – WITHOUT MITIGATION**

On-Site Grading Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Phase 1				
Maximum Daily Emissions	69.02	42.96	7.37	4.11
SCAQMD Localized Threshold	270	1,577	13	8
Threshold Exceeded?	NO	NO	NO	NO
Phase 2				
Maximum Daily Emissions	51.57	38.12	6.54	3.41
SCAQMD Localized Threshold	270	1,577	13	8
Threshold Exceeded?	NO	NO	NO	NO

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1.

The proposed project involves the construction and operation of 90 single family residential dwelling units. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

#### AQMP Consistency Conclusion

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from City of Perris General Plan is provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Since the proposed development is consistent with the growth projections in the City of Perris General Plan (referred to as the “General Plan”) it is considered to be consistent with the AQMP.

- 3b Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SoCAB) in which the project is located. The SCAQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures, when necessary. The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The SCAQMD’s current AQMP (adopted in March 2017) is based on the Southern California Association of Government’s (SCAG’s) population projections that are based on City and County General Plan land use designations.

The two principal criteria for conformance to an AQMP are (1) whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards

and (2) whether the project would exceed the assumptions in the AQMP. The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at Table 1 (Construction Emissions) and Table 2 (Operational Emissions). The SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

The proposed project is consistent with the land use assumptions in the City of Perris General Plan and the does not exceed any of the significance thresholds of the AQMP (Criterion 2).

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). A project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM10 and PM2.5; both of which are non-attainment pollutants.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity. SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should NOT be included in the emissions compared to LSTs (25)." Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds (24) is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables a potential to result in a significant impact (the SCAQMD recommends that Projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts). The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the Federal and/or State Ambient Air Quality Standards. Table 6 shows the localize impacts FROM CONSTRUCTION to the nearest receptor.

Applicable localized thresholds are as follows:

- California State 1-hour CO standard of 20.0 ppm;



- California State 8-hour CO standard of 9.0 ppm;
- California State 1-hour NO<sub>2</sub> standard of 0.18 ppm;
- SCAQMD 24-hour construction PM<sub>10</sub> LST of 10.4 µg/m<sup>3</sup>;
- SCAQMD 24-hour construction PM<sub>2.5</sub> LST of 10.4 µg/m<sup>3</sup>.

The development of the proposed project is located on 51.54-net acres. As previously stated, the total development is proposed to consist of 90 single family residential DUs. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

#### CO "HOT SPOT" ANALYSIS

It has long been recognized that adverse localized CO concentrations ("hot spots") are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the Project vicinity have steadily declined.

A CO "hotspot" would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. To establish an accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This hot spot analysis did not predict any violation of CO standards. It can therefore be reasonably concluded that projects (such as the proposed Stratford Ranch Residential (TTM 36647) Project) that are not subject to the extremes in vehicle volumes and vehicle congestion that was evidenced in the 2003 Los Angeles hot spot analysis would similarly not create or result in CO hot spots. The proposed Project considered herein would not produce the volume of traffic required to generate a CO hotspot in the context of the 2003 Los Angeles hot spot study. Therefore, CO hotspots are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Collectively, the analysis shows that the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore the impact is less than significant.

- 3c. **Less than Significant Impact.** Related projects could contribute to an existing or projected air quality exceedance because the Basin is currently nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> and lead. With regard to determining the significance of the contribution from the Project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts should be assessed using the same significance criteria as for project-specific impacts. Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's

recommended daily thresholds for project-specific impacts would also not cause a commutatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the Project will not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the Project will result in a cumulatively less than significant impact.

- 3d. **Less than Significant Impact.** The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. Results of the LST analysis shown in Tables 5 and 6 indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction (with BACMs and MM AQ-1). Therefore sensitive receptors would not be subject to a significant air quality impact during Project construction. Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during operational activity. The proposed Project would not result in a CO “hotspot” as a result of Project related traffic during ongoing operations, nor would the Project result in a significant adverse health impact as discussed in Section 3.8. Thus a less than significant impact to sensitive receptors during operational activity is expected.
- 3e. **Less than Significant Impact.** The Project does not contain land uses typically associated with emitting objectionable odors. In fact, future residential development on-site, as would be a reasonably foreseeable consequence of the proposed project, would replace the site’s existing agricultural operations, thereby eliminating odors associated with the site’s existing agricultural uses. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed Project’s (long term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City’s solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

4. <b><u>BIOLOGICAL RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: BIOLOGICAL TECHNICAL REPORT FOR THE Stratford Ranch Project (Tentative Tract Map 36647 East Basin), Glenn Lukos Associates, Inc., revised April 6, 2020. Results of a Nesting Bird Survey Conducted for the Stratford Ranch Alternative 2 Development Project, an 84.00-Acre Property Located in the City of Perris, Riverside County, California, May 20, 2014. Results of a Pre-Construction Burrowing Owl Survey Conducted for the Stratford Ranch Alternative 2 Development Project, an 84.00-Acre Property Located in the City of Perris, Riverside County, California, May 15, 2014.

#### **Explanation of Checklist Answers**

**4a. Less Than Significant Impact with Mitigation.** The proposed Project is subject to state and federal regulations associated with a number of regulatory programs. These programs often overlap and were developed to protect natural resources, including: state and federally listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special status species which are not listed as threatened or endangered by the state or federal governments; and other special-status vegetation communities. Regulatory programs include the California Endangered Species Act, Federal Endangered Species Act, Western Riverside County MSHCP, and the California Environmental Quality Act.

## Vegetation

A total of four distinct vegetation/land use types were mapped for the Project site, including ruderal (49.87 acres), disturbed/developed (1.66 acres), temporary catch basin (0.07 acre), and emergent marsh (0.07 acres). The Project site supports ruderal species dominated by Russian thistle (*Salsola turgus*), London rocket (*Sisymbrium irio*), common barley (*Hordeum vulgare*) red-stemmed filaree (*Erodium cicutarium*), and stinknet. Silver puffs (*Uropappus lindleyi*) and white horehound (*Marrubium vulgare*) are also present. This land use type persists due to frequent disking and heavy grazing by sheep and goats. Impacts to ruderal vegetation (in the uplands) would be a less-than-significant under CEQA as the Project site is heavily disturbed, regularly disked, and the ruderal vegetation is composed of non-native plant species, some of which are classified as invasive

The Project site contains disturbed/developed lands such as dirt roads and refuse piles. Weedy species occur along the edges of the dirt roads and among the refuse piles, including cheeseweed mallow (*Malva parviflora*), common fiddleneck (*Amsinckia intermedia*), prickly lettuce (*Lactuca serriola*), ripgut brome (*Bromus diandrus*), Russian thistle (*Salsola tragus*), stinknet (*Oncosiphon piluliferum*), and summer mustard (*Hirschfeldia incana*)

Project site contains a 0.07 acre marsh condition that will be temporarily (0.06 acre) and permanently (0.01 acre) impacted by construction of the permanent single storm drain. This portion of the PVSC consists of species associated with mesic to wet conditions, including arroyo willow (*Salix lasiolepis*), Australian saltbush (*Atriplex semibaccata*), black willow (*Salix gooddingii*), broadleaf cattail.

(*Typha latifolia*), common knotweed (*Persicaria lapathifolia*), English plantain (*Plantago lanceolata*), rabbitsfoot grass (*Polypogon monspeliensis*), salt cedar (*Tamarix ramosissima*), Spanish false fleabane (*Pulicaria paludosa*), tall flatsedge (*Cyperus eragrostis*), and yerba santa (*Anemopsis californica*). Of these species, only the willows, cattail, knotweed, tall flatsedge, and yerba santa are native species. The willows are saplings and are consistently maintained by the Riverside County Flood Control and Water Conservation District. The proposed permanent impact to 0.01 acre of emergent freshwater marsh and the temporary unmitigated impact to the 0.06 acre of emergent marsh within the PVSC would be a significant impact under CEQA because the emergent marsh is wetlands and as such supports important hydrological functions and values. The marsh is not expected to support high value biological functions and values due to the high cover of non-native plant species and the routine mowing which does not allow complex vegetation structure to occur. Mitigation is set forth under Mitigation Measure BIO 3 to pay into a mitigation bank or in-lieu fee program in order to reduce the impact to a level of insignificance.

Several species that do not need mesic conditions to thrive are also present within the PVSC, including common sunflower (*Helianthus annuus*), pineapple weed (*Matricaria discoidea*), redstemmed filaree, Russian thistle, stinknet, and white sweet clover (*Melilotus albus*). Of these, only common sunflower is a native species

No special-status plants were observed on site during the focused plant survey, and none are expected to occur on site due to a lack of suitable habitat and/or the level of disturbance. Plant species were considered based on a number of factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or

in the vicinity of the Project Site, 2) MSHCP survey areas, 3) planning species identified by the Mead Valley Area Plan, and 4) any other special-status plants that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on site. The proposed Project would not result in impacts to special-status plants as no special-status plants are present within the Project site.

## Wildlife

No special-status animals were detected within the Project Site during general and focused biological, although some special-status animals have a potential to occur on site. Species were evaluated based on a number of factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the property, 2) MSHCP species survey areas for which the property occurs within, 3) planning species identified by the Temescal Area Plan, and 4) any other special-status animals that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on site.

**Nesting Birds-** The Project site contains mostly herbaceous vegetation with few shrubs and trees offering minimal support to support nesting birds. Impacts to native birds by the proposed Project would not be a significant impact under CEQA. The native birds with potential to nest on the Project site would be those

that are extremely common to the region and highly adapted to human landscapes (e.g., house finch, killdeer). The number of individuals potentially affected by the Project would not significantly affect regional, let alone local populations of such species. Mitigation Measure BIO-2 is identified to avoid impacts to nesting birds.

**Raptor Foraging Habitat-** The Project site contains flat open fields with low-growing vegetation that provides foraging habitat for raptor species, including special-status raptors, though the site does not support nesting raptors. Raptors with the potential to forage in the area include, but are not limited to, Loggerhead Shrike, Golden Eagle, Northern Harrier, and Whitetailed Kite. The Project would result in the loss of foraging habitat for golden eagle, loggerhead shrike, white-tailed kite, and northern harrier as well as live-in habitat for San Diego black-tailed jackrabbit. The Project would permanently remove 50.59 acres of habitat for these species. The lands are routinely disked and support ruderal non-native vegetation. The proposed impacts would be less than significant due to the heavily disturbed condition of the property and the relatively low level of sensitivity of the species. Additionally, all of these species are Covered Species under the MSHCP, with any potential impacts mitigated under the Plan.

**Burrowing Owl-** No burrowing owls, or any evidence of burrowing owl occupation (i.e., diagnostic sign), were identified within the Project Site during a pre-construction survey. An additional pre-construction survey will be required within 30 days prior to initial grading operations as set forth under Mitigation Measure BIO 1. California ground squirrels (*Otospermophilus beecheyi*) were observed and several ground squirrel burrows were detected within the survey area throughout the site. However, none of the burrows exhibited any burrowing owl diagnostic sign. The MSHCP requires a preconstruction survey for burrowing owls to ensure that projects would not result in the direct harm of owls. Mitigation Measure BIO-1 is recommended to ensure consistency with the MSHCP and to ensure no direct impact to burrowing owl would occur by the Project



Stephens Kangaroo Rat (SKR) The Project site has low potential to support SKR in the ruderal uplands (50.59 acres in extent). This species is listed as Endangered by the federal government and listed as Threatened by the state of California. The Project would permanently removal 50.59 acres of potential habitat. This would be a potentially significant impact under CEQA. However, the Project site occurs within the SKR Habitat Conservation Plan (RCHCA 1996) and with fee payment to this HCP, these potentially significant impacts would be fully mitigated.

Based on research and field investigations, the proposed project will have a less than significant impact upon any candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- 4b. **Less than Significant impact.** MSHCP riparian/riverine jurisdiction in the Project site occurs wholly within the Perris Valley Storm Channel (PVSC) and is identical to that of CDFW jurisdiction. MSHCP riparian/riverine areas total 0.07 acre, all of which consists of riparian vegetation. The riparian vegetation is mapped as emergent marsh with species richness and absolute cover dominated by non-native species. The PVSC receives water input routinely and to a level supportive of wetland conditions. However, high-energy hydrological activity within the PVSC combined with routine maintenance reduces the quality of this resource. The resulting impact is less than significant and no mitigation is required.
- 4c. **Less than Significant Impact with Mitigation.** The Project contains 0.03 acre and 70 linear feet of Army Corp and Regional Water Quality Control Board jurisdictions, all of which consists of jurisdictional wetlands and occurs entirely within the PVSC. The Project contains 0.07 acre and 100 linear feet of California Department of Fish and Wildlife, (CDFW), jurisdiction, all of which consists of riparian habitat. A jurisdiction delineation map has been prepared to plot the wetlands area. The riparian vegetation is mapped as emergent marsh with species richness and absolute cover dominated by non-native species. The PVSC receives water input routinely and to a level supportive of wetland conditions. However, high-energy hydrological activity within the PVSC combined with routine maintenance reduces the quality of this resource. Permanent impact to 0.01 acre and 30 linear feet of CDFW jurisdiction (all riparian habitat) and temporary impact to 0.06 acre and 70 linear feet of CDFW jurisdiction (all riparian habitat), and ends temporary impact to 0.03 acre and 70 linear feet of Corps/Regional Board jurisdiction (all wetlands) would be a potentially significant impact under CEQA because these resources are wetlands and as such potentially provide important hydrological functions and values. Mitigation Measure BIO-3 is recommended to mitigate the impact to less than significant.
- 4d **Less than Significant Impact.** There is no potential for wildlife nurseries to be present on the Project site. The PVSC could provide wildlife movement habitat but lacks the typical structure needed such as riparian trees and/or shrubs which provide cover and protection to animals as they move through an area. There are no MSHCP Cores or Linkages adjacent to or within the Project site. However, the PVSC may support wildlife movement and during construction of the temporary storm drain, wildlife may avoid use of the PVSC. However, the PVSC is not expected to support regional movement due to the routine maintenance that occurs that eliminates shrub/tree cover that is needed by moving wildlife. The PVSC is owned by Riverside County Flood Control and is mapped as PQP Conserved Lands under the MSHCP. A proposed storm drain would encroach into 0.07 acre of PVSC PQP lands (0.01 acre permanently

and 0.06 are temporarily). Additionally, the Project site is directly adjacent to PQP Conserved Lands to the west and to the south, owned by the State of California.

- 4e **No Impact.** The City of Perris recognizes the healthful benefits of trees in the community and the City's Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262). The purpose of this Ordinance 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 Ordinance 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 Ordinance, the Planning Commission is designated as the Urban Forestry Board and is responsible for implementing the City's tree policies and programs, and setting the direction and scope of tree-related activities (Perris 2011). There are currently no trees present on the project site; therefore, the project would not conflict with the provisions of this Ordinance. There are a few trees along the roadway within the offsite improvement areas; however, the trees would not be impacted by the proposed project. The planting and maintenance of trees as part of the project would comply with the City's Ordinance related to Urban Forestry and no significant impacts would result.

- 4f **No Impact.** The purpose of this section is to provide an analysis of the proposed Project with respect to consistency with biological aspects of the Western Riverside County MSHCP. The Project does not occur within the MSHCP Criteria Area, and therefore the acquisition of lands for the MSHCP Conservation Area is not required. Furthermore, the Project is not subject to the HANS or JPR processes.

The proposed Project would permanently impact 0.01 acre and temporarily impact 0.06 acre of riparian resources during the placement of the storm drain. A DBESP will be required to ensure that remaining riparian/riverine resources on the Project site are avoided and protected and that compensation for the temporary impacts to 0.06 acre and permanent impacts to 0.01 acre of riparian resources will be replaced at a minimum 1:1 ratio either on site (for temporary impacts) or off-site through mitigation bank and/or an in-lieu fee program (for permanent impacts). No vernal pools are present on or directly adjacent to the Project site.

Volume I, Section 6.1.3 of the MSHCP requires that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project is located in the NEPSSA but will not result in impacts to NEPSSA target species as the habitat evaluation for this plant species concluded that habitat for NEPSSA target species was absent from the site. Therefore, the Project will be consistent with Section 6.1.3 of the MSHCP.

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. The Project is not adjacent to MSHCP conservation lands; however, the Project will be required to implement the necessary measures consistent with that required by the MSHCP to ensure indirect impacts to the PVSC is avoided and minimized.

The Project site occurs within the Criteria Area Plant Species Survey Areas (CAPSSA) but will not impact CAPSSA target species as suitable habitat for CAPSSA target species is absent from the site. In addition, the Project site occurs within the burrowing owl survey area but will not result in impacts to burrowing owls based on the results of focused surveys. As noted in Section 6.0 of this report, the Project will implement pre-construction surveys to ensure the Project will not result in the direct harm of burrowing owls that could occur onsite in the future. The Project will be consistent with Section

As outlined above, the proposed Project will be consistent with the biological requirements of the MSHCP. The resulting impact is less than significant.

### **Mitigation Measures:**

**BIO-1:** The following avoidance measure is recommended to prevent direct harm to burrowing owls pursuant to Objective 6 of the MSHCP burrowing owl objectives:

A qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls within 30 days prior to site disturbance. If burrowing owls are detected onsite, the owls will be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the RCA, City, and/or wildlife agencies.

**BIO-2:** The following measure is recommended to avoid mortality to nesting birds.

As feasible, vegetation clearing should be conducted outside of the nesting season, which is generally identified as February 1 through August 31. If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

**BIO-3:** The Project would permanently impact 0.01 acre of CDFW riparian habitat and temporarily impact 0.03 acre of wetland Waters of the United States and 0.06 acre of CDFW jurisdiction (consisting of emergent marsh). The following mitigation measure will occur to reduce impacts to a level of less than significant:

The Project will purchase wetland/riparian habitat establishment, re-establishment, and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio for permanent impacts. Temporary impacts will be restored on site. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program.

The Project would permanently impact 0.01 acre of MSHCP riparian habitat and temporarily impact 0.06 acre of MSHCP Riparian resources (consisting of emergent marsh). The permanent removal of 0.01 acre of MSHCP riparian resources triggers the requirement under the MSHCP that a DBESP be drafted and approved by the Wildlife Agencies.

The DBESP details the type of resource proposed for impact, why avoidance was not feasible, and the compensation provided to ensure biologically equivalent or superior preservation. The Wildlife Agencies are provided the DBESP for review by the City and they have 60 days to review the DBESP and provide comments. If no comments are provided by the Wildlife Agencies within 60 days, the DBESP is considered approved. If comments are received, the comments will be addressed until the City and the Wildlife Agencies are in agreement.

The mitigation that will be presented in the DBESP will be that proposed above for CDFW riparian mitigation: purchase wetland/riparian habitat establishment, re-establishment, and/or rehabilitation credits from an approved mitigation bank/in-lieu fee program at a minimum 1:1 ratio. Approved mitigation banks and/or in-lieu fee programs include, but are not limited to, the Riverpark Mitigation Bank, the Inland Empire Resource Conservation District In-Lieu Fee Program, and the Riverside-Corona Resource Conservation District In-Lieu Fee Program.

The riparian/riverine resources compensation can be coordinated with compensation required under Section 1602 Streambed Alteration Agreement (SAA) and CWA Sections 401 and 404 authorizations to ensure duplicate compensation does not occur.

<b>5. <u>CULTURAL RESOURCES</u></b>		<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Cultural Resources Assessment, Stratford Ranch Residential Project, LSA, April 2020. Paleontological Resource Assessment LSA, July 2013. Cultural Resource Assessment, Stratford Ranch Residential Detention Basin Project, December 2014. Paleontological Resources Assessment, Stratford Ranch Residential Detention Basin Project, December 2014.

### **Explanation of Checklist Answers**

**5a Less than Significant Impact.** A cultural resources records search was completed for the project area and a 1 mile radius around it by the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) located at the University of California, Riverside. Historic maps and aerial photographs were studied of the project area. A reconnaissance pedestrian survey of the entire project area was conducted by a qualified archaeologist. One historic building (Perris Indian School) and six water conveyance features lie within 1 mile of the site. A 1960s on site

detention basin was neither recorded nor listed in any of the registers or indexes. The impact on historic resources is considered less than significant.

- 5b Less than Significant Impact.** A cultural resources records search was completed for the project area and a 1 mile radius around it by the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) located at the University of California, Riverside. Historic maps and aerial photographs were studied of the project area. A reconnaissance pedestrian survey of the entire project area was conducted by a qualified archaeologist. Although no cultural resources were documented within or adjacent to the project area, 13 sites are recorded within 1 mile of the project. These generally consist of rock art/milling sites, prehistoric lithic scatter, and temporally ambiguous rock walls. The nearest prehistoric resource is a milling complex consisting of 15 milling slicks on four boulders. It is approximately 200 meters west of the southwest corner of the project. The site was tested and evaluated as not significant and not a “historical resource” under CEQA. Because of the number and proximity of sites in the area, the potential exists for subsurface resources. Mitigation Measure CR-1 will reduce potential impacts on cultural resources to less than significant.

#### Tribal Consultation

A General Plan Amendment is being filed to establish a land use density for the project site from Specific Plan to R-6 6000. The GPA necessitates a Tribal consultation process in accordance with SB 18. In addition, a Tribal consultation is also required under AB 52. The Tribal consultation process was initiated on September 6, 2018 and was closed out in October 2018.

- 5c Less than Significant Impact with Mitigation.** An examination of geologic maps indicated that the project area is situated on surficial sediments of Early Pleistocene (2.588 million to 781,000 years ago) Very Old Alluvial Fan Deposits in the eastern portion and Holocene (11,700 years ago to the present) Young Alluvial Valley Deposits in the western portion. The Young Alluvial Valley Deposits likely represent a thin veneer over Middle to Late Pleistocene (781,000 to 11,700 years ago) Old Alluvial Fan Deposits that may be encountered as shallowly as 5 feet (ft) beneath the surface. No paleontological resources were observed during the field survey. However, significant paleontological resources have been recovered from Pleistocene deposits including from a locality within the Perris Valley Storm Channel. It is believed that there is the potential to encounter paleontological resources during ground-disturbing activities in the eastern portion of the project area at the surface, as well as in the western portion if excavation extends below a depth of 5 ft. In order to mitigate potential adverse impacts to nonrenewable paleontological resources, as required by California Environmental Quality Act Appendix G, Public Resources Code Section 5097.5, and the General Plan of the City. Mitigation Measure CR-2 will mitigate potential impacts on paleontological resources to a level of insignificance.
- 5d. Less Than Significant impact.** The project area has been historically used for agriculture use and therefore, not expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plots on-site, the proposed project will have no impact on known human remains”. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the

*California Public Resources Code*. Therefore, impacts to disturbing human remains are less than significant with Mitigation Measure CR-3.

### **Mitigation Measures**

- CR-1** Monitoring of earth-moving activities on a spot-check basis by a qualified archaeologist is recommended. In the event previously undocumented archaeological resources are identified during earth-moving activities, work in the area should be redirected until the nature and significance of the find can be assessed and adequate mitigation measures implemented.
- CR-2** (1) A paleontologist shall be hired to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for this project.
- 2) Excavation and grading activities with a High paleontological sensitivity rating (Very Old Alluvial Fan Deposits and sediments beginning at approximately 5 feet [ft] beneath areas mapped as Young Alluvial Valley Deposits) shall be monitored by a qualified paleontologist following a PRIMP.
- 3) If any fossil remains are discovered in sediments with a Low paleontological sensitivity rating (areas mapped as Young Alluvial Valley Deposits from the surface to a depth of 5 ft), the paleontologist shall make recommendations as to whether monitoring shall be required in these sediments on a full-time basis beginning at a shallower depth.
- CR-3** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6. <b><u>GEOLOGY AND SOILS</u></b>		Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Preliminary Geotechnical Investigation for the Stratford Ranch Project, City of Perris, California, ADVANCED GEOTECHNICAL SOLUTIONS, INC., May 29, 2012

### **Explanation of Checklist Answers**

**6a(i). No Impact.** Surface rupture is a break in the ground surface during or as a consequence of seismic activity. To a large part, research supports the conclusion that active faults tend to rupture at or near pre-existing fault planes. The site is not located in a State of California Alquist-Priolo Fault Zone nor a Riverside County Fault Zone and faulting has not been mapped at the site. The potential for surface rupture at the site is considered very low. No mitigation is required.

**6a(ii). Less than Significant Impact.** The site is within the tectonically active southern California area. The potential exists for strong ground motion that may affect future improvements. Structures for commercial, residential, and industrial use are designed according to the current California Building Code based upon the Uniform Building Code, and that of the controlling local agency. However, liquefaction/seismic slope stability analyses, critical structures, water tanks and unusual structural designs will likely require site specific ground motion design input.

- 6a(iii). Less than Significant Impact.** The site is identified as being within a potentially high to very high liquefaction zone by the County of Riverside. Perched groundwater conditions were encountered during the recent investigation at depths as shallow as 11.5 feet below grade. During geotechnical studies conducted onsite, and adjacent to the site, the onsite soils were found to consist of cohesive clayey silts silty clays, moderately dense to dense silty sands to sands, with infrequent clean sands. Further, the alluvial soils are relatively shallow and are underlain by Very Old Fan Deposits which are considered to be non liquefiable due to their age, cementation and dense nature. Accordingly, based upon the proposed remedial grading measures presented herein and the anticipated raising of grade by 3 to 4 feet the potential for post construction surface manifestation of liquefaction (sand boils, loss of bearing, etc.) is considered to be remote. It is anticipated that the site could be subject to minor amounts of dynamic settlement ranging from ½ to 1 inch with differential dynamic settlement on the order of ½ inch in 40 feet or less.

In April 1991, the State of California enacted the Seismic Hazards Mapping Act (Public Resources Code, Division 2, Chapters 7-8). The purpose of the Act is to protect the public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure. The Act defines mitigation as "... those measures that are consistent with established practice and reduce seismic risk to acceptable levels." Acceptable level of risk is defined as "that level that provides reasonable protection of the public safety, though it does not necessarily ensure continued structural integrity and functionality of the project [California Code of Regulations; Section 3721 (a)]."

In the context of that Act and given the results from this firm's preliminary study, mitigation of the liquefaction potential and dynamic settlement for the proposed structures on this site to appropriate levels of risk can be accomplished through remedial grading and appropriate foundation design.

- 6a(iv). No Impact.** The site is level and slopes immediately adjacent to the proposed residential structures are not present. As such, the possibility for seismically induced landsliding to impact the development is considered nil.

- 6b. Less than Significant Impact.** Short-term construction-related erosion potential would be addressed through compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements, and impacts would be less than significant.

The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction. The project site is relatively flat and surface water flows generally to the south. Also, the project site has been previously disturbed by agricultural activities and/or storage of heavy equipment and large-scale products. Ground disturbance (including over-excavation, utility trenching, and foundation excavation during construction activities on exposed soils) could lead to erosion and topsoil loss during heavy rains. Grading for the proposed project would be limited to minor cuts and fills to establish design grades and to prepare building foundations. To control erosion during construction of the project, construction activities shall be conducted in compliance with the statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. Specifically, consistent with Measure VI.A.3 of the General Plan Conservation Element, proof of the appropriate NPDES Permit (RWQCB San Jacinto Watershed Construction Activities Permit) and a Storm Water Pollution Prevention Plan (SWPPP) must be provided to the City prior to issuance of a grading permit for the project site.



Erosion during long-term project operation will result from new impervious surfaces (i.e., buildings and hardscape) and would include landscaping on the existing vacant site. Erosion potential on the site would be reduced with proposed project implementation. Therefore, with compliance with General Plan Measure VI.A.3, there would be less than significant impacts related to erosion during construction and there would be no impacts related to erosion during project operation.

**6c. Less than Significant Impact.** The hydro-consolidation process is a singular response to the introduction of water into collapse-prone alluvial soils. Upon initial wetting, the soil structure and apparent strength are altered and a virtually immediate settlement response occurs. Based upon the results of the on site soil densities and water content of the soils only the dry, loose/soft upper 3 to 5 feet are considered to be potentially hydro-compressible.

**6d. Less than Significant Impact.** Samples of the near surface soil collected during field studies were subjected to expansion testing. According to the test results, the expansion potential of the onsite materials ranges from “very low” to “medium” when classified in accordance with ASTM D 4829. The majority of the fills derived primarily from onsite materials will produce a “low” to “medium” expansion potential.

Foundation design recommendations presented in the geotechnical report assume that the soils affecting the foundation could vary in expansion potential from “low” to “medium” Further testing should be conducted during and upon completion of the grading operations to confirm the specific as-graded conditions or to modify the design recommendations accordingly.

**6e. No Impact.** The project will connect to existing sewer facilities; therefore, septic tanks or an alternative wastewater disposal system would not be permitted or utilized. The proposed project would also connect to existing sewer lines and treatment facilities, and there would be no impact.

<b>7. <u>GREENHOUSE GAS EMISSIONS</u></b>		<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Stratford Ranch Residential (TTM 36648) GREENHOUSE GAS ANALYSIS, Urban Crossroads, revised February 21, 2020.

### **Explanation of Checklist Answers**

**7a. Less than Significant Impact.** The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation such as the landmark Assembly Bill (AB 32) California Global Warming Solutions Act of 2006 was specifically enacted to address GHG emissions. Other legislation such as Title 24 and Title 20 energy standards were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions.

The State has made steady progress in implementing AB 32 and achieving targets included in Executive Order S-3-05. The progress is shown in updated emission inventories prepared by ARB for 2000 through 2012 (ARB 2014a). The State has achieved the Executive Order S-3-05 target for 2010 of reducing GHG emissions to 2000 levels.

In 2016, Governor Brown SB 32 and its companion bill AB 197 that requires statewide reduction in GHG emissions to 40% below 1990 levels by 2030. This legislation builds upon AB 32 and provides an intermediate goal to achieving a statewide reduction target of 80% below 1990 levels by 2050. AB 197 created a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

ARB has also made substantial progress in achieving its goal of achieving 1990 emissions levels by 2020. The ARB revised the 2020 'business as usual' (BAU) inventory forecast to account for new lower growth projections, which resulted in a new lower reduction from BAU to achieve the 1990 base. The previous reduction from 2020 BAU needed to achieve 1990 levels was 28.4 percent and the latest reduction from 2020 BAU is 21.7 percent.

In November 2017, ARB released the final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by Senate Bill 32 (SB 32). Key programs that the proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce methane emissions from agricultural and other wastes. The 2017 Scoping Plan establishes a new emissions limit of 260 MMTCO<sub>2</sub>e for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

The project is within the Southern California Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District, (SCAQMD), which is the agency responsible for air quality planning and regulation in the SoCAB.

The SCAQMD's interim thresholds used the Executive Order S-3-05 year 2050 goal as the basis for the following screening level:

The lead agency can choose screening levels. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

- o Residential and Commercial land use: 6 metric tons of MTCO<sub>2</sub>e or less per capita by 2030 and t MTCO<sub>2</sub>e or less per capita by 2050.

## City of Perris

The City of Perris CAP was adopted by the City Council (Resolution Number 4966) on February 23, 2016 (12). The CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on WRCOG's Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050.

MTCO<sub>2</sub>e per year as summarized in Table 7. Direct and indirect operational emissions associated with the Project are compared with the SCAQMD threshold of significance for small land use projects, which is 3,000 MTCO<sub>2</sub>e per year. As shown, the proposed Project would result in a less than significant impact with respect to GHG emissions.

**TABLE 7: SUMMARY OF PROJECT GHG EMISSIONS**

Emissions Source	Emissions (Metric tons per year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> E
Annual construction-related emissions amortized over 30 years	50.41	0.01	0.00	50.76
Area	1.52	1.45E-03	0.00	1.55
Energy Use	295.45	0.01	3.35E-03	296.71
Mobil Sources	999.58	0.06	0.00	1001.08
Waste	21.39	1.26	0.00	52.99
Water Usage	39.27	0.19	0.00	45.53
Total CO <sub>2</sub> E (All Sources)	1,448.62			
SCAQMD Threshold	3000			
<b>Significant?</b>	<b>No</b>			

Source: CalEEMod™ model output, See Appendix 3.1 for detailed model outputs.

Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding. Table results include scientific notation 'e' is used to represent times ten raised to the power of (which would be written as x 10b") and is followed by the value of the exponent.

7b

**Less than Significant Impact.** Senate Bill 32 (SB 32) requires the state to reduce statewide greenhouse gas emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80% below 1990 levels by 2050. According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies, is on track to meet the 2020 reduction targets under AB 32 and could achieve the 2030 goals under SB 32.

The following strategies would be employed by the project to the greatest extent possible:

**TABLE 8: PROJECT CONSISTENCY WITH SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION**

Action	Responsible Parties	Consistency
<b>Implement SB 350 by 2030</b>		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reductions planning		Consistent. The proposed Project would be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. The proposed Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.

Action	Responsible Parties	Consistency
targets through a combination of measures as described in IRPs.		
<b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b>		
At least 1.5 million zero emission and plug-in hybrid light-duty EV by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EV by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO <sub>x</sub> standard.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO <sub>x</sub> or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.

Action	Responsible Parties	Consistency
3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		
Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”		Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor’s Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.

Action	Responsible Parties	Consistency
<b>Implement California Sustainable Freight Action Plan</b>		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
<b>Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030</b>		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	Consistent. The Project would implement waste reduction and recycling measures consistent with State and City requirements. The Project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.

Action	Responsible Parties	Consistency
<b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink</b>		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Consistent. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing



Action	Responsible Parties	Consistency
GHG reductions across all sectors.		mechanisms to support GHG reductions across all sectors.

The Project reduces its GHG emissions, based on the above strategies to the maximum extent feasible. Additionally, the project applicant would not actively interfere with any future County-mandated, state-mandated, or federally-mandated retrofit obligations enacted or promulgated to legally require development County-wide, state-wide, or nation-wide to assist in meeting state-adopted greenhouse gas emissions reduction targets, including that established under Executive Order S-3-05, Executive Order B-30-15, or SB 32.

The Project does not interfere with the state's implementation of State Executive Orders and SB 32's target of reducing statewide GHG emissions to 40% below 1990 levels by 2030, or (ii) Executive Order S-3-05's target of reducing statewide GHG emissions to 80% below 1990 levels by 2050, because it does not interfere with the state's implementation of GHG reduction plans described in the CARB's Updated Scoping Plan, including the state providing for 12,000 MW of renewable distributed generation by 2020, the California Building Commission mandating net zero energy homes in the building code after 2020, or existing building retrofits under AB 758. Therefore, the project's impacts on greenhouse gas emissions in the 2030 and 2050 horizon years are less than significant.

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, by complying with the State's existing and proposed regulatory framework, it will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030.

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

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide.
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).
- Solid waste measures that reduce landfilled solid waste in the City. (31)

The proposed project would not conflict with these local strategies. Additionally, the proposed project is consistent with state and regional strategies, listed in the CAP. Further, the proposed project is subject to California Building Code requirements. New buildings must achieve the 2016 Building and Energy Efficiency Standards and the 2016 California Green Building Standards requirements, which include water conservation measures. Overall, the proposed project overall would not conflict with the City of Perris CAP and impacts would be less than significant. No mitigation measures are necessary.

8. <u>HAZARDS/HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: PHASE I Environmental Site Assessment of an Agricultural Property Tract 36647 and 36648  
Perris, California 92571, Earth – Strata, Inc., April 20, 2014

## **Explanation of Checklist Answers**

- 8a. Less Than Significant Impact.** The nature of the proposed project as single family residential homes will not routinely involve the transport, use, and disposal of hazardous resources on a commercial scale. Households would use chemically based products and pesticides in small amounts, which may be defined as hazardous. The local waste hauler and the County of Riverside has programs to manage the proper disposal of waste products from these materials.
- 8b. No Impact.** The nature of the proposed project as single family residential homes will not create uses would not produce reasonably foreseeable upset and accident conditions that could cause a release of hazardous materials. Based on these findings, the Phase I environmental site assessment concluded that there are no Recognized Environmental Conditions, (RECs) in association with the project site, or with surrounding properties that could adversely affect the site during grading operations.
- 8c. No Impact.** The Rancho Verde High School and the May Ranch Elementary School lie within one-half mile north and south of the project site respectively. In the absence of uses associated with the proposed project that produce, use, or transport hazardous materials, no impact upon these schools would result.
- 8d. No Impact.** The Phase I Environmental Site Assessment prepared for the project investigated federal, state, and Riverside County hazardous waste data bases and determined that the project site is not identified on any clean-up list, either presently or in the past. Therefore, there would not be a significant hazard to the public or the environment.
- 8e. Less Than Significant.** The proposed project site lies within Zone D of the March Air Reserve Base according to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Residential uses are allowed in Zone D with restrictions on major spectator-oriented sports stadium, amphitheaters, and concert halls, uses that involve electromagnetic radiation, and requires deed notice and disclosure to property owners. Tract 36647 will be reviewed by the Airports Land Use Commission (ALUC) during the entitlement process and conditions will be applied to protect aircraft over-flights. These provisions serve to promote aircraft safety and protect residents living in proximity to the airport.

The Department of Defense (Air Force) completed an update to the Air Installation Compatible Use Zone (AICUZ) study for MARB in 2005. The AICUZ study was designed and is intended to aid in the development of compatible land uses in non-government areas surrounding military airfields to protect public safety and health. The AICUZ program is a composite of various factors including average noise levels; aircraft flight paths and altitudes; and accident potential, which analyzes the effects of aircraft noise, accident potential and compatible land use and development on present and future neighbors of the MARB. The noise contour map identifies the clear zone and accident potential zones, as well as the noise zones in increments of 5 decibels (dB), ranging from a Community Noise Equivalent Level (CNEL) of 60 to 80 dBA. Noise compatibility issues are further discussed in the Noise section of this Initial Study. The project site lies beyond the noise contours of the AICUZ study.

The proposed project incorporates and would comply with all applicable conditions specified by the Riverside County ALUC, the proposed project would result in a less

- than significant impact due to proximity to the MARB and no additional mitigation is required.
- 8f. No Impact.** The project site is not within the vicinity of a private airstrip. The nearest private airport is the Perris Valley Airport, located approximately six miles south of the project site. There would be no impact related to hazards from proximity to a private airstrip.
- 8g. Less Than Significant Impact.** The proposed project will be conditioned to construct frontage improvements along the Ramona Expressway and Evans Road in compliance with the Perris General Plan Circulation Element, as well as to construct local streets within the project. This will assure that emergency access throughout the project area will be maintained and provided in accordance with the County of Riverside's Multi-Hazard Functional Plan, and would not interfere with adopted emergency response or evacuation plans. Therefore, there would be a less than significant impact related to emergency response or evacuation plans as a result of the proposed project.
- 8h. No Impact.** The project site, is not adjacent to any wildlands or undeveloped hillsides where wildland fires would be expected to occur, and the City's General Plan does not designate the project area as being at risk from wildfires (as shown on General Plan Exhibit S-16, Wildfire Constraint Areas). The project site would not be susceptible to wildfires and there would be no impact.

<b>9. <u>HYDROLOGY AND WATER QUALITY</u></b>		<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

9. <u>HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Stratford Ranch Tentative Tract Map 36647 Preliminary Drainage Report, AA Webb & Associates, March 2020. Project Specific Water Quality Management Plan, TPM 36647, Albert A. Webb Associates, June 22, 2018. California Department of Water Resources  
<https://www.water.ca.gov/Programs/Engineering-And-Construction/Remediation-Projects>

### **Explanation of Checklist Answers**

**9a. Less than Significant Impact.** A Preliminary Water Quality Management Plan (PWQMP) has been prepared for the project in order to comply with the requirements of the City of Perris for Water Quality Ordinance 1194. Waters potential impacted by the development include the San Jacinto River, Canyon Lake, and Lake Elsinore. Development is subject to a Statewide Construction Permit because site development involves grading more than one acre. The project proponent would be required to obtain a NPDES General Construction permit and comply with permit requirements effective at the time of construction. Grading and Building permits will be required from the City of Perris. The project is also subject to a Santa Ana MS4 Permit. The 2010 Permit requires the selection of Low Impact Development (LID) Best Management Practices (BMPs) to infiltration or harvest storm waters on site. A Bioretention/Biotreatment basin has been selected as the BMP and is designed long the southern boundary of the project to collect all surface runoff within the tract. This fulfills the requirements for LID Principles and LID BMPs to be incorporated into the site design to fully address all Drainage Management Areas. These provisions will mitigate water quality standards and waste discharge requirements to a level of insignificance.

- 9b. Less Than Significant Impact.** Potable water service is provided to the City of Perris by the Eastern Municipal Water District (EMWD), and the project site is located within the EMWD's Perris North groundwater sub-basin. Groundwater would not be used to serve the proposed project nor would the proposed project involve direct or indirect withdrawals of groundwater. The proposed bio-filtration system and the interim detention basin will contribute toward groundwater recharge in the area. Therefore, potential impacts would be less than significant and no mitigation is required.
- 9c, 9d, 9e. Less than Significant Impact.** The project site is relatively flat, naturally sloping from northeast to southwest direction towards existing Perris Valley Storm Drain Channel, and partially within the existing flood plain. The proposed project would result in the conversion of on-site permeable surfaces to impermeable surfaces, which would alter the current drainage pattern of the project site. By increasing the amount of impervious surfaces on the site, more surface runoff would be generated and the rate of runoff could increase. To manage surface runoff, the proposed project would incorporate Site Design BMPs in the form of a Bioretention /Biotreatment basin. Flows from the basin would be discharged into the Perris valley Storm Drain that is design to accommodate storm flows generated by development allowed under the Perris General Plan. A project SWPPP will be required to also address erosion and siltation control. Together, these will reduce the impact to a level of insignificance.
- 9f. Less than Significant Impact.** As discussed under Thresholds 9c and 9d above, the proposed project would result in the conversion of permeable surfaces to impermeable surfaces, which would alter the current drainage pattern of the project site. The proposed project will incorporate LID BMPs in the form of a Bioretention/Biotreatment basin to comply with applicable regulations for the protection of water quality. These will reduce the impact to a level of insignificance.
- 9g. Less than Significant Impact.** The project site is relatively flat, naturally sloping from northeast to southwest direction towards existing Perris Valley Storm Drain Channel (Perris Valley Channel), and partially within the existing flood plain. The Perris Valley Channel (PVSD) is the major backbone drainage facility for an 86 square mile watershed that extends from Box Springs Mountains to the north to the San Jacinto River on the south. This facility is included as part of the Perris Valley Master Drainage Plan and conveys runoff from the City of Moreno Valley and the north portion of the City of Perris.

Perris Valley Channel is underwent improvements to lower the existing water surface elevation in a range from 0.1' to 4.3'. In conjunction with raised building pads, this will remove the site pad elevations from existing backwater flooding caused by Ramona Expressway. The channel improvements, which were constructed as part of the Stratford Industrial Site, significantly reduces the existing floodplain.

Perris Valley Channel improvements upstream of Ramona Expressway have been constructed. It should be noted that this channel improvement stage is considered interim. The ultimate channel conditions will take effect when all proposed Stage 5 channel improvements upstream and downstream of Ramona Expressway are constructed in the future. When all Stage 5 channel improvements are in place, the water surface elevation in the channel at the TTM 36647 discharge point will be with 4.6 feet lower than the current interim water surface elevation of 1455.12 feet.

The project hydrology report concluded that the proposed storm drain facilities will adequately provide drainage conveyance for the ultimate Perris Valley Channel

condition. During the interim phase, however, is the Channel sustains a higher flood elevation, this may cause ponding on some onsite streets. Care is taken to establish pad grades at least 1' higher than the ponding elevation. The ponding limits are shown on the Tentative Map.

- 9h. Less than Significant Impact with Mitigation.** Based on review of the Federal Emergency Management Agency (FEMA) Map published August 18, 2014, a portion of the project site is located in a designated 100-year floodplain. Implementation of the proposed project would place structures within the 100-year flood hazard area or redirect flood flows. However, the City requires all development projects within flood areas to adhere to standards of construction specifically designed to reduce impacts associated with flooding events as indicated in Section 15.09 (Floodplain Management) of the City's Municipal Code. Such standards include the use of materials resistant to flood damage, the placement of drainage paths around structures to guide floodwaters around and away from proposed structures, and the placement of the lowest floor of any structure at or above the base flood elevation.

The proposed project site is located in an area that the City has completed the construction of several Master Planned Storm Drain facilities to protect the area from inundation by flood. Currently the City Engineer and consulting Engineer Webb and Associates are in the process of completing the necessary documentation to remove the project site and surrounding sites from the FEMA 100-year flood plain designation. Application for a Letter of Map Revision (LOMR) from FEMA would require documentation of fill material placement, elevation changes, and removal of a portion of a property from the likelihood of inundation during a flood event. Elevation of a portion of the project site above the 100-year flood zone would effectively remove potential impacts to the proposed project in regard to storm event flood hazards. Documentation submitted to the City and FEMA as well as FEMA approval would ensure that flood related impacts have been mitigated to a less than significant level for the project site.

- 9i. Less than Significant Impact.** As identified in Exhibit S-15 (Dam Inundation Map) of the City's General Plan Safety Element, the project site is located in an identified dam inundation area. The project would have impacts related to flooding as a result of the failure of a levee or a dam resulting from the Lake Perris dam to the immediate northeast of the City. In July 2005, the California Department of Water Resources (DWR) identified potential seismic safety problems with Perris Dam that could result in significant damage and uncontrolled water releases in the event of a major earthquake. While there is no imminent threat to public safety, the State reduced the lake's water level to ensure maximum protection for communities downstream while Perris Dam. The finalized repair plan includes upgrading the dam by replacing the foundation materials and reinforcing it with a stability berm placed on top of the improved foundation. Repairs are anticipated to be completed in 2018.

In conjunction with the Perris Dam seismic safety upgrade, DWR is also preparing an emergency release facility project. (SCH # 201391027). The proposed project would modify the existing structure improvements and replacing them with an automated system that makes the emergency release facility safer to operate. The emergency release structure would maintain a maximum design capacity of 3,800 cfs, but would be operated in accordance to DWR's Perris Dam Emergency Release Facility Operations Plan to not exceed the capacity of the downstream Perris Valley Channel when operationally possible.

The proposed project is composed of three distinct sections (State Recreation Area (SRA) Segment, Fairgrounds Segment, and Western Segment). If water were released during an emergency, the released water would be directed by a levee system across the open SRA land between the dam and Ramona Expressway (SRA Segment), toward a channel across the southern end of the Lake Perris Fairgrounds (Fairgrounds Segment), and finally conveyed in a channel north of Ramona Expressway that adjoins the proposed project, to the Perris Valley Channel (Western Segment).

Therefore, although the project site is within the dam inundation zone, occurrence of flooding from the Lake Perris reservoir the proposed replacement system has been engineered to protect downstream properties within the inundation area. As a result, dam inundation impacts associated with the construction and operation of the proposed project is less than significant and no mitigation would be required.

- 9j. Less than Significant Impact.** A tsunami is a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. Lakes in seismically active areas such as Lake Perris are at risk from seiches.

A mudslide (also known as a mudflow) occurs when there is fast moving water and a great volume of sediment and debris that surges down a slope, stream, canyon, arroyo, or gulch. Mudslides are similar to flash floods and can occur suddenly without time for adequate warning. Mudflows can ruin substantial improvements with the force of the flow itself and the burying or erosion of improvements by mud and debris. Inundation of the project site by a tsunami will not occur as the project site is located approximately 48 miles from the Pacific Ocean.

Although not located adjacent to the Pacific Ocean, the project site is located approximately 1.3 miles west from Lake Perris. Since Lake Perris is an enclosed body of water, Lake Perris could be subject to a seiche during a seismic event. However, the probability that a seiche event would affect the project site is highly unlikely as water levels in the lake would not be high enough to overtop the Perris Dam in the event of a seiche. In the remote instance that Perris Dam is overtopped due to a seiche event, any discharges would go directly into the Perris Dam flood control system before reaching the project site. It is also anticipated that the design of the Perris Dam considers seiche phenomena due to the region's high seismicity. Given these factors, impacts associated with seiche events are less than significant for the proposed project. The project site is located in a gently sloping area where landslides and mudslides would not occur.

Since the project site is not located in an area identified by the City as having slope instability, a less than significant impact associated with mudslides would occur. No mitigation would be required.

### **Mitigation Measure**

- MM HYD 1** Prior to the issuance of grading permits for the project site, the project applicant shall submit to the City supporting evidence of compliance with Riverside County Flood Control and Water Conservation District and the City of Perris Requirements and standards.



10. <b><u>LAND USE AND PLANNING</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Explanation of Checklist Answers**

**10a. No Impact.** The project site is undeveloped. Subdivisions of single family tracts, at the same density as the proposed project, are proposed, approved, or constructed to the north. The Perris Valley Storm Drain forms the west boundary. Future single family homes are projected to the east.

**10b. No Impact.** This section has been separated into discussions of Local Planning Programs and Regional Planning Programs.

#### ***Local Planning Programs***

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The City of Perris General Plan's Land Use Element, as adopted in April 2005, plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element includes a Land Use Map (approved on February 18, 2008), which designates the project site as Specific Plan. However, there was never a specific plan adopted for the project area and the proposed project does not meet the 75-acre minimum specific plan parcel size. In order to establish a site-specific land use designation for the site, the General Plan requires submittal of a traffic study that demonstrates acceptable level of service for traffic operations around a project site under build out conditions. The project traffic impact study has provided that confirmation and a General Plan Amendment will be filed to establish the R-6 6000 designation.

The project's consistency with MARB planning programs, including the Airport Land Use Compatibility Plan, is discussed in the Hazards and Hazardous Materials and Noise sections of this Initial Study.

#### ***Regional Planning Programs***

With respect to regional planning, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated

MPO, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. The policies and strategies of SCAG's regional planning programs, including the *2012 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)* (adopted in April 2012 and supersedes the 2008 RTP), are applicable to the proposed project.

- 10c. No Impact.** As previously discussed in the Biological Resources section of this Initial Study, the project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but does not occur within or adjacent to any MSHCP Cell Criteria or proposed MSHCP Conservation Areas. The project site and off-site impact areas are located within the Burrowing Owl (BUOW) Survey Area and the off-site impact areas are also within Criteria Area Species and Narrow Endemic Plant Species Survey Areas. Based on the analysis presented for Threshold 4f in the Biological Resources section, the proposed project would not conflict with the provisions of the MSHCP.

11. <u>MINERAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Figure OS-5 of the Riverside County General Plan

### Explanation of Checklist Answers

- 11a, 11b. No Impact.** As identified in the PVCC Specific Plan EIR Initial Study:

Figure OS-5 of the Riverside County General Plan shows that the proposed project site is located within Mineral Resource Zone 3 (MRZ-3), as classified by the State Mining and Geology Board (SMGB). MRZ-3 is classified as an area where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit is undetermined. No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the Perris General Plan or County of Riverside General Plan. Accordingly, no impact to availability of a locally-important mineral resource recovery site would occur. No impacts are anticipated.

12. <b><u>NOISE</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: [http://marchjpa.com/documents/docs\\_forms/aicuz\\_2005.pdf](http://marchjpa.com/documents/docs_forms/aicuz_2005.pdf). [http://www.cityofperris.org/city-hall/general-plan/General\\_Plan\\_2030.pdf](http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf).

### **Explanation of Checklist Answers**

- 12a. Less than Significant Impact.** Established noise standards applicable to the proposed project are included in the Noise Element of City of Perris General Plan and Chapter 16.22 of the Perris Municipal Code. The project site lies outside of the noise contours of the March ARB AICUZ. Under the General Plan, a Community Noise Equivalent Level (CNEL) level of 65 or lower is considered desirable for a single family residential community. The greatest noise source is from traffic along the Ramona Expressway. The General Plan identified a noise level of 71.4 CNEL at the centerline of Ramona Expressway an Evans Road. It would take a distance of 144 feet to reach a noise level of 65 CNEL. Future homes are setback from the Expressway by the DWR storm water easement and the interim detention basin having a combined distance of approximately 1200 feet. Therefore, the proposed project complies with the noise requirements for residential use.
- 12b. Less Than Significant Impact.** Ground-borne vibration is not a common long term occurrence. Vibration is normally associated with construction activities, which are short-term in nature. Some common sources of ground-borne vibration involve activities such as blasting, pile driving, and operating heavy earth-moving equipment. No blasting or pile driving is anticipated for the proposed project. Heavy earth-moving would be staged ahead of residential home occupancies. Therefore, the impact is less than significant.

- 12c. Less than Significant Impact.** The nature of the proposed project as a residential development would not produce a significant increase in ambient noise. By ordinance, a perimeter wall is required around the project site which will provide further noise attenuation from offsite sources. Therefore, the impact is less than significant.
- 12d. Less than Significant Impact with Mitigation.** Development of the proposed project may result in temporary or periodic increases in ambient noise levels in the project area due to construction activities and may potentially result in significant short-term noise impacts during construction. A tract of single family homes exist northeast of the project site. Mitigation measures NOI-1 and NOI-2 would serve to reduce the impact to a level of insignificance.
- 12e. Less Than Significant Impact.** The proposed project site lies within Zone D of the March Air Reserve Base according to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Residential uses are allowed in Zone D with restrictions on major spectator-oriented sports stadium, amphitheaters, and concert halls, uses that involve electromagnetic radiation, and requires deed notice and disclosure to property owners. Tract 36647 will be reviewed by the Airports Land Use Commission (ALUC) during the entitlement process and conditions will be applied to protect aircraft over-flights. These provisions serve to promote aircraft safety and protect residents living in proximity to the airport. The project site lies outside of the noise contours of the March ARB AICUZ. The site is not significantly impacted by aircraft or vehicle noise. Construction standards will require noise attenuation through a project perimeter wall and compliance with Title 24 energy standards. Therefore, the overall impact is less than significant.
- 12f. No Impact.** The proposed project is not located in the vicinity of a private airstrip and would not expose people to excessive noise levels. The nearest private airport is the Perris Valley Airport, located approximately six miles south of the project site.

**Mitigation Measures:**

- NOI-1:** Any equipment activity and equipment maintenance is limited to the hours between 7:00 a.m. and 7:00 p.m. Per Zoning Ordinance, Noise Control, Section 7.34.060, it is unlawful for any persons between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in a manner as to create disturbing excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.
- NOI-2:** Stationary equipment that generates noise in excess of 65 dBA at the project boundaries must be shielded and located at least 100 feet from occupied residences. The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities.

13. <b><u>POPULATION AND HOUSING</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Explanation of Checklist Answers**

- 13a. Less Than Significant Impact.** The City's population (2010) is estimated at 73,756 persons (U.S. Census Bureau 2016). The Southern California Association of Governments (SCAG) projections estimate the population of the City will grow to 82,000 persons by the year 2020 (SCAG 2012b). The proposed project defines a maximum density based on an acceptable level of service for traffic conditions at build-out. The proposed 90 lots at 6000 SF are compatible with the densities in other residential subdivisions in the vicinity. The project represents incremental residential growth that will not induce substantial growth in the area either by the new population it creates or the infrastructure improvements it provides.
- 13b, 13c. No Impact.** The proposed project site is currently undeveloped and will not displace people or residences. Therefore, it does not generate an impact based on displacements of people or structures.

14. <b><u>PUBLIC SERVICES</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: <http://www.cityofperris.org/city-hall/index-cityhall.html>.  
<https://www.valverde.edu/schools>.  
<http://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/default.aspx>.  
<http://www.cityofperris.org/city-hall/forms/developer-impact-fees.pdf>.

### **Explanation of Checklist Answers**

**14a. Less Than Significant Impact.** Fire protection services in the City of Perris are provided by the California Department of Forestry and Fire Protection (CalFire), under contract with and operating as the Riverside County Fire Department (RCFD) for fire and emergency services. The City has firefighters assigned to two fire stations: Fire Station 90 and Fire Station 1. Fire Station 90, located at 333 Placentia Avenue, is approximately two miles south of the project site. It is anticipated to be the fire station with first response to the proposed project. Fire Station 1, located at 210 West San Jacinto Avenue, is approximately five miles south of the project site and is also anticipated to serve the proposed project.

The proposed project is designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to, those regarding fire prevention and suppression measures, water improvement plans, fire hydrants, fire access, combustible construction, water availability, and fire sprinkler systems. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure they are able to provide proper fire protection to the development.

The proposed project will also pay Development Impact Fees (DIF). DIF provides a funding source to construct the police, fire, community amenities, government facilities, and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next 25 years (Perris 2008).

The development of the proposed project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. The proposed project would not, in itself, require the construction of new or expanded fire protection facilities.

Therefore, no significant impacts related to the construction of fire protection facilities would result with implementation of the project, and no mitigation is required.

- 14b. Less Than Significant Impact.** The Riverside County Sheriff Department (RCSD) provides municipal police services for the City of Perris. The Perris Station is commanded by a Captain. This Station is located at 137 North Perris Boulevard, approximately 4.5 miles south of the project site.

The proposed project will also pay Development Impact Fees (DIF). DIF provides a funding source to construct the police, fire, community amenities, government facilities, and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next 25 years (Perris 2008). Therefore, no significant impacts to the environment related to the construction of police protection facilities would result with implementation of the project, and no mitigation is required.

- 14c. Less Than Significant Impact.** The proposed project is located within the boundaries of the Val Verde Unified School District (VVUSD). The proposed project generate students who would live in the development. Appropriate developer impact fees, as required by State law, shall be assessed and paid to the school district. Section 65995(b) of the *California Government Code* establishes the base amount of allowed developer fees and allows increases in the base fee every two years. School districts are placed into a specific “level” based on school impact fee amounts that are imposed on the development. With the payment of these required fees, no significant impacts to school services would result. The proposed project would not require the construction of new or expanded school facilities and no significant environmental impacts would result. No mitigation is required.

- 14d. Less Than Significant Impact.** The City’s Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City’s parks and recreational facilities. The proposed project will generate new residential uses with a modest increase in the population within the City.

The proposed project will also pay Development Impact Fees (DIF). DIF provides a funding source to construct the police, fire, community amenities, government facilities, and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next 25 years (Perris 2008). Therefore, no significant impacts to the environment related to the construction of recreation facilities would result with implementation of the project, and no mitigation is required

- 14e. Less Than Significant Impact.** The City of Perris contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 East San Jacinto Boulevard, approximately four miles south of the proposed project site (Perris 2009; RCLS 2014). The proposed project would generate a population that could increase demand upon library facilities. But would not require the construction of new or expanded library facilities.

15. <b><u>RECREATION</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would/does the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: [http://www.moreno-valley.ca.us/resident\\_services/park\\_rec/pdfs/prks\\_map.pdf](http://www.moreno-valley.ca.us/resident_services/park_rec/pdfs/prks_map.pdf).  
<http://www.cityofperris.org/residents/parks/parklist.html>. [http://www.parks.ca.gov/?page\\_id=651](http://www.parks.ca.gov/?page_id=651).  
<http://www.cityofperris.org/city-hall/forms/developer-impact-fees.pdf>.

### **Explanation of Checklist Answers**

**15a, 15b. Less Than Significant Impact.** The City of Perris Community Services Department administers parks in the City. The nearest facility is Morgan park located about one-quarter mile south of the project site within May Ranch. The 15-acre park features picnic, playground, tennis, handball, and soccer facilities anchored by a community center. The El Potrero Park, located one-half mile north in the City of Moreno Valley features a multi-Use athletic field, picnic tables, restrooms, and a soccer field. The Lake Perris State Park offers boating, fishing, picnicking, and other amenities. The 90 homes proposed within the development will generate a population that will use local recreational facilities, but is not sufficient to include recreational facilities within the development.

The proposed project will pay Development Impact Fees (DIF). DIF provides a funding source to construct the police, fire, community amenities, government facilities, and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next 25 years (Perris 2008). Therefore, no significant impacts to the environment related to the construction of recreation facilities would result with implementation of the project, and no mitigation is required



16. <b><u>TRANSPORTATION/TRAFFIC</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: TTM 36647 and TTM 36648 Safety and Roadway Improvements along Evans Road, AA Webb & Associates, March 22, 2016, Revised Traffic Impact Analysis, Stratford Ranch Residential TTM 36647, AA Webb & Associates, April 2018.

### **Explanation of Checklist Answers**

**16a. Less than Significant Impact with mitigation.** The Perris General Plan Circulation Element (Policy II.A) has established a minimum level of service (LOS) D that must be maintained along all City maintained roads and intersections and LOS D along Interstate 215 and State Route 74. LOS E is acceptable at intersections of any Arterials and Expressways with State Route 74, Ramona-Cajalco Expressway, or Interstate 215-Freeway ramps. The project site lies City of Moreno Valley Sphere of Influence. The Moreno Valley General Plan Circulation Element recognizes LOS C as optimal but does allow for peak hour LOS of D in locations with area of high employment concentration, north/south roads in the vicinity of State Route 60 or other locations in already developed areas with geometric constraints that prevent LOS C from being achieved. A project that would result in an LOS in excess of these standards could be considered to have a significant impact.

Under existing conditions, a LOS F during AM and PM peak hours at Evans Rd. and the Marbella Gate, Evans Rd. and Ramona Expressway, and at the two streets entering the proposed project. With Mitigation Measures TRA-1 through TRA-8, all referenced

intersections would operate at a Level of Service D or better, except that the intersection of Evans Rd. and the Ramona Expressway would operate at a LOD E during the AM peak hour. Therefore, the impact is Less than Significant With Mitigation.

- 16b. Less than Significant Impact.** The Congestion Management Program (CMP) was first established in 1990 under Proposition 111. Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. The Riverside County Transportation Commission (RCTC) was designated as the CMA in 1990, and therefore, prepares the CMP updates in consultation with the Technical Advisory Committee, which consists of local agencies, Riverside County, transit agencies, and subregional agencies. The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

Roadways that will be affected by the project are not a part of RCTC's CMP system of highways and roadways. The nearest such highway facility is Interstate 215, approximately 2 -miles west of the project site. There is no CMP roadway facility in the project vicinity. The project is rerouting existing truck trips and as such the project will not add new trips to the regional transportation system. Further, the segment of Interstate 215 from its divergence from State Route 60 to the Nuevo Road off-ramp is identified in the latest CMP as not deficient. Thus, implementation of the project will not contribute to a failing CMP system highway. Moreover, the Project will not exceed an established LOS standard for Interstate 215. Therefore, impacts will be less than significant.

- 16c. No Impact.** The proposed project does not include any component that will result in a change in air traffic patterns. The project site lies within Zone D of the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. The project will be reviewed by the Airports Land Use Commission that results in restrictions on building heights and sources that produce glare or obstructions to overflights. The proposed project does not contain uses, activities, obstructions, or structure height that would conflict with ALUC criteria. Therefore, the proposed project would be consistent with the ALUC Compatibility Plan and no impacts are anticipated.

- 16d. Less than Significant Impact.** The proposed project will add two intersections along Evans Rd., which already operates at a deficient level of service. The roadway paving and design as well as the final design plans for the project site's ingress and egress will be reviewed by the City Engineer for appropriate width and lane geometrics. Thus, the project does not have the potential to substantially increase hazards due to design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). With mitigation measures TRA-1 through TRA-7 potential impacts associated with transportation design features will be less than significant.

- 16e. Less than Significant Impact.** The design of the proposed project has two points of access at Evans Road that provide a looped circulation system within the development. A third point of access connects the project to Tentative Tract Map 36647 to the north. These provisions satisfy City of Perris requirements and the impact is less than significant.

- 16f. Less than Significant impact.** The greater project area is served by Riverside Transit Agency (RTA) Route 19 (Moreno Valley to Perris Station Transit Center) and Route 41

(Mead Valley Community Center to Moreno Valley College and Riverside County Regional Medical Center). RTA Route 19 travels along Perris Boulevard in the project area and RTA Route 41 travels east along Ramona Expressway to Perris Boulevard then south along Perris Boulevard in the project area. The proposed project will not conflict with policies that support public transit as Perris Boulevard and Ramona Expressway will still operate as a designated bus route for RTA to provide mass transit. RTA may elect to establish a bus stop along Evans Rd. at the project site based on future rider demand.

Exhibit CE-14: Perris Future Recreation Trail Systems shows a Regional hiking, Bicycle, Equestrian Trail along Evans Road. This trail shall be incorporated within the Evans Road parkway improvement plans and constructed as part of the frontage road improvements pursuant to mitigation measure TRA-02, which will result in a less than significant impact.

### **Mitigation Measures**

#### On-site

**TRA-01:** Construct full width street improvements on all roadways within the project to City of Perris standards.

**TRA-02:** Construct partial width improvements on the westerly side of Evans Road at its ultimate (Arterial 128 ') cross-section.

**TRA-03:** Construct the intersection of Evans Road and Marbella Gate to with the following geometrics with signalized control:

Northbound: Two through lanes. One right turn lane.

Southbound: Two through lanes. One right turn lane.

Eastbound: One right turn lane. Stop sign controlled

Westbound: One right turn lane. Stop sign controlled.

**TRA-04:** Construct the intersection of Evans Road and Project Driveway to restrict movement to right-in and right-out only from the driveway with the following geometrics:

Northbound: Two through lanes.

Southbound: Two through lanes. One right turn lane.

Eastbound: One right turn lane. Stop controlled.

#### Safety and Operational

**TRA-05:** Sight distance at the project entrance roadway should be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

**TRA-06:** Participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees.

**TRA-07:** Signing/stripping should be implemented in conjunction with detailed construction plans for the project site.

## Regional Funding Mechanisms

**TRA-08:** The project will participate in the cost of off-site improvements through payment of the following “fair share” mitigation fees:

Transportation Uniform Mitigation Fee (TUMF), current at time of construction.  
City of Perris Development Impact Fee (DIF), current at time of construction.

These fees should be collected and utilized as needed by City of Perris to construct the improvements necessary to maintain the required level of service.

Table 8 summarizes the proposed mitigation measure and associated funding mechanism for the project as recommended in the project traffic study.

**Table 8 Project Mitigation Summary**

No.	Intersection	Jurisdiction	Target LOS	LOS w/o Mitigation		Mitigation Measure	LOS with Mitigation		Funding Mechanism
				AM	PM		AM	PM	
Existing Conditions									
3	Evans Road (NS) Ramona Expressway (EW)	City of Perris	E	F	C	Construct the southbound signal to provide an overlapping right turn.	D	C	Project Developer
Cumulative Conditions									
3	Evans Road (NS) Ramona Expressway (EW)	City of Perris	E	F	D	Cosntruct a third westbound through lane.	E	C	TUMF Fees

17.	<b><u>UTILITIES AND SERVICE SYSTEMS</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

17. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: <https://www.pe.com/2014/04/04/perris-eastern-completes-massive-expansion-at-treatment-plant/>, [http://www.cityofperris.org/city-hall/zoning/19-70\\_Landscaping.pdf](http://www.cityofperris.org/city-hall/zoning/19-70_Landscaping.pdf), <https://www.emwd.org/use-water-wisely/water-use-efficiency-requirements>, <http://www.calrecycle.ca.gov/FacIT/Facility/Operations.aspx?FacilityID=13945>.

### Explanation of Checklist Answers:

- 17a. Less Than Significant Impact.** The Eastern Municipal Water District (EMWD) would provide sanitary sewer service to the proposed project. Wastewater generated by the proposed project would be treated at the 300-acre Perris Valley Regional Water Reclamation Facility (PVRWRF) south of Case Road and west of the I-215 Freeway. The PVRWRF has a current capacity of 22 mgd (EMWD 2018). There is potential to expand the capacity to 100 mgd. Waste Discharge Requirements are issued by the Santa Ana RWQCB under the provisions of the *California Water Code* (Division 7 Water Quality, Article 4 Waste Discharge Requirements). These requirements regulate the discharge of wastes that are not made to surface waters but which may impact the region's water quality by affecting underlying groundwater basins. Operational discharge flows treated at the PVRWRF would be required to comply with waste discharge requirements identified for the facility. The proposed project would not discharge wastewater into the domestic sewer system in a way that would cause the PVRWRF to exceed requirements, as determined by the Santa Ana RWQCB's Water Discharge Requirements resulting in a less than significant impact. The EMWD's compliance with conditions, permits, and discharge requirements would further ensure that wastewater treatment requirements would not be exceeded.
- 17b. Less Than Significant Impact.** The EMWD would provide water and wastewater treatment service for the proposed project. The proposed project would involve the installation of on-site water and sewer lines to connect to utility infrastructure. The proposed project complies with the service requirements of EMWD. As part of the City's building plan review, water and sewer service will be confirmed at the time that building is scheduled to begin.
- 17c. Less Than Significant Impact.** The amount and rate of storm water runoff from the currently undeveloped project site would be altered with the implementation of proposed residential use. The proposed project would require construction of a water quality basin that will discharged in to the Perris Valley Storm Drain to collect runoff associated with the increase of impervious surfaces within the project site. No additional offsite drainage facilities are required.
- 17d. Less Than Significant Impact.** Domestic water for the proposed project is provided by the EMWD. In June 2011, the EMWD adopted its 2010 Urban Water Management Plan (UWMP), which details the reliability of the EMWD's current and future water supply. In addition to local water supply, much of the water the EMWD will use to serve the proposed project is imported through the Metropolitan Water District (MWD), which has analyzed and continues to analyze its ability to provide water from the State Water

Project and the Colorado River Aqueduct to its members, including in its Regional Urban Water Management Plan (RUWMP) and its 2010 update to the Integrated Water Resource Plan (IWRP). The agencies' water planning documents detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the State Water Project and potential impacts on water supply due to climate change. Even in light of these challenges, the MWD's RUWMP determines that the programs and protections it has in place will allow it to provide projected water supplies to its member agencies through 2035, even under a repeat of historic drought scenarios. The City has independently reviewed and analyzed these documents and the other factors that affect the availability and reliability of water supply.

The EMWD has four sources of water supply: (1) imported water purchased from the MWD; (2) local portable groundwater; (3) local desalted groundwater sources; and (4) recycled water from the EMWD's four regional water reclamation facilities. Of these sources, the EMWD relies most on imported water for its supply. The EMWD has full-service, non-interrupted delivery contracts for all the water it receives from the MWD, except for its agricultural water supplies and the water used for recharge in the San Jacinto Basin. EMWD projects that it will have an adequate water supply based on its existing sources to meet the projected demand to 2035 under multiple hydrologic conditions.

While the MWD and the EMWD are confident in the reliability of their water supplies until at least 2035, there are several potential constraints on the availability of imported water supply that affect supply throughout the entire state. These issues (e.g., Bay-Delta Ecosystem, Colorado River Litigation, and Climate Change) are considered in many of the agencies' plans and the agencies believe they can supply water regardless of these constraints.

Protecting and developing local resources to reduce dependence on imported water is an important objective in the EMWD's Strategic Plan. Groundwater is not being proposed as a source of water for the proposed development. New developments will be supplied with imported water, which is either treated imported water directly from the MWD; untreated imported water from the MWD that is subsequently treated by EMWD; or untreated imported water that is treated by EMWD and recharged into the basin for lateral withdrawal.

The EMWD is dedicated to expanding and maximizing the use of recycled water produced at four regional water reclamation facilities, which collect and treat wastewater from throughout the EMWD service area. EMWD policy recognizes recycled water as the preferred source of supply for all non-potable water demands, including irrigation of recreational areas, greenbelts, open space common areas, commercial landscaping, and supply for aesthetics impoundment or other water features.

The EMWD has developed an Integrated Resource Plan (IRP) to serve as a framework for planning and prioritizing supply options. Several supply portfolios were developed and evaluated using performance measures that meet the EMWD's objectives for future water supplies. The EMWD's objectives are to develop a sustainable water supply; to accomplish financial stability; to provide a reliable water supply; to maximize water use efficiency; to maximize use of local resources; and to implement projects that improve the environmental and salinity conditions in the service area. To that end, EMWD has adopted water use efficiency standards. The City of Perris has adopted

Landscape Ordinance (Chapter 19.70 to regulate water use efficiency. With these provisions in place, the impact upon water resources will be less than significant.

- 17e. Less Than Significant Impact.** As discussed above under Threshold 16a, wastewater generated by the proposed project would be treated at the PVRWRF, which currently has a current capacity of 22 mgd with completion of a recent expansion (EMWD 2018). The EMWD diverts wastewater to the PVRWRF from outside the City of Perris for operational purposes, and with the incremental increase in wastewater from the proposed project, there is sufficient capacity in EMWD's plant. The impact is therefore less than significant.
- 17f. Less Than Significant Impact.** Trash, recycling, and green waste service in the City of Perris is provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately six miles south of the project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from the proposed project would be transported to either (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted annual capacity of 1,000,000 - 1,499,999 Tons/Year (tpy) or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted annual capacity of 2,000,000 Tons/Year (tpy) (CalRecycle 2018).

The proposed project will generate incremental solid waste from construction and domestic resources. With the material recovery operations in place at the Perris Transfer Station, and recycling programs in place for individual participation, the proposed project would not substantially contribute to exceeding the permitted capacity of these landfills.

- 17g. Less Than Significant Impact.** Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed project would be required to coordinate with CR&R Waste Services for waste collection service. Additionally, the proposed project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. The County of Riverside adopted its *Countywide Integrated Waste Management Plan* (CIWMP) in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Nondisposal Facility Elements for Riverside County and each city in Riverside County. In summary, the proposed project would comply with all regulatory requirements regarding solid waste.

18. <b><u>MANDATORY FINDINGS OF SIGNIFICANCE</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Does the project:</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Explanation of Checklist Answers**

- 18a. Less Than Significant Impact.** The project site is currently undeveloped. As described in the Biological Resources section of this Initial Study, vegetation types on the project site consists of non-native grassland/ruderal, disturbed/developed and emergent marsh. There are no other sensitive biological resources, although the site lies within the habitat range of the Stephens Kangaroo rat, burrowing owl and may be a raptor foraging area. With implementation of the recommended mitigation measures, impacts to biological resources would be less than significant. There are no known historical, archaeological, or paleontological resources located within the project site; however, there is a potential to encounter these resources during excavation activities. Protocols are in place to address any subsurface resources.
- 18b. Less Than Significant Impact.** As identified through the analysis presented in this Initial Study, the proposed project would have no impact or less than significant impacts relating to all of the analyzed topics. Traffic impacts would be cumulative significant without mitigation.
- 18c. Less Than Significant Impact.** As identified through the analysis presented in this Initial Study, the proposed project would have no significant impacts on humans, resulting from the proposed project either directly or indirectly.



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