Initial Study/
Negative Declaration

Placentia Avenue Widening Project

Lead Agency:

City of Perris
Planning Division
135 North D Street
Perris, California 92570

May 2020

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SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

Pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code [PRC] Sections 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (*State CEQA Guidelines*; California Code of Regulations [CCR] Title 14, Sections 15000 et seq.), this Initial Study (IS) has been prepared in order to determine whether the implementation of the proposed Placentia Avenue Widening Project (proposed project) could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This IS has evaluated each of the issue areas contained in the checklist provided in Section 4.0 of this document. The objective of this environmental document is to inform City of Perris (City) decision-makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with the proposed project.

If an IS prepared for a project determines that no or less-than-significant effects on the environment would occur or that potentially significant impacts can be reduced to less-than-significant levels with implementation of specified mitigation measures, the Lead Agency can prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to the *State CEQA Guidelines* (14 CCR Sections 15070–15075). An ND or MND is a statement by the Lead Agency attesting that a project would produce less-than-significant impacts or that potentially significant impacts can be reduced to less-than-significant levels with mitigation. If an IS prepared for a project determines it may produce significant effects on the environment, an EIR shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

The project site is partially within the Perris Valley Commerce Center Specific Plan (PVCCSP) area and the Harvest Landing Specific Plan (HLSP) area. The PVCCSP was adopted by the City on January 12, 2012 (Ordinance No. 1284), and the HLSP was adopted by the City on May 10, 2011 (Ordinance No. 1276). The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the *Perris Valley Commerce Center Specific Plan Final EIR* (PVCCSP EIR) (State Clearinghouse No. 2009081086), certified by the City in January 2012. The environmental impacts resulting from implementation of allowed development under the HLSP have been evaluated in the HLSP Final EIR (State Clearinghouse No. 2006011029), certified by the City in April 2009. The project site is also located within the Study Area for the Mid County Parkway (MCP) Project Final EIR/Environmental Impact Statement (EIS) (State Clearinghouse No. 2004111103). The Federal Highway Administration (FHWA) approved the Record of Decision for the MCP Project in August 2015. Additionally, supplemental environmental work was completed for the Interstate 215 (I-215)/Placentia Avenue Interchange located west of the proposed project, which was approved as part of the MCP Project. In addition to technical studies prepared for the Placentia Avenue Widening Project, this IS also uses information from the technical analysis completed for the MCP Project and the I-215/Placentia Avenue Interchange Project as well as the analysis included in the PVCCSP EIR, HLSP EIR, and the City General Plan EIR.

Pursuant to the provisions of CEQA and the *State CEQA Guidelines*, the City is the Lead Agency and is charged with the responsibility of deciding whether or not to approve the proposed project.

1.2 FINDINGS OF THIS INITIAL STUDY

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the *State CEQA Guidelines*. The Form is found in Section 4.1 of this IS. It contains a series of questions about the proposed project for each of the listed environmental topics. The Form is used to evaluate whether or not any significant environmental effects are associated with implementation of the proposed project. The explanation for each answer is included in Section 4.1.

The Form is used to review the potential environmental effects of the proposed project for each of the following areas:

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

As identified through the analysis presented in this IS, the proposed project would have no impacts or less-than-significant impacts related to all resource areas evaluated in this IS. No potentially significant impacts requiring the preparation of an EIR would result from the proposed project.

1.3 CONTACT PERSON

The Lead Agency for the proposed project is the City. Any questions about the preparation of the IS, its assumptions, or its conclusions should be referred to the following:

Grace V. Alvarez, Special Projects Manager
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 322-4280

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT SITE LOCATION AND SETTING

The project site is located in the northern portion of Perris in Riverside County along Placentia Avenue from Indian Avenue to slightly east of Perris Boulevard, and is approximately 0.55 miles (mi) in length. Figure 2-1 depicts the regional location and local vicinity of the project site.

The project site is approximately 0.3 mi east of I-215 (Escondido Freeway). Land uses adjacent to the project site include various industrial, vacant, office, and residential land uses. An industrial building, Silver Creek Industries, Inc., is located on the northwest corner of the intersection of Placentia Avenue and Barrett Avenue. Another industrial building, Coreslab Structures LA Inc., is located on the northeast corner of Placentia Avenue and Barrett Avenue. A corporate office building, Coronado Stone, is located on the southwest corner of the intersection of Placentia Avenue and Perris Boulevard. Additionally, single-family residential uses are located on the northeast corner of the intersection of Placentia Avenue and Perris Boulevard.

As shown on Exhibit LU-1 of the City General Plan Land Use Element, the majority of the project site is located in Planning Area 4. Planning Area 4 is designated as Freeway Business Park. Agriculture is the primary land use in this area. The proximity of this planning area to I-215 makes it a candidate for uses that are dependent upon freeway access and visibility. The portion of the project site east of Perris Boulevard is located in Planning Area 5. Planning Area 5 is designated as Central Core. This area includes residential development and the primary retail/commercial centers in Perris.

The project site is relatively flat, descending gradually from west to east; elevations on site range from approximately 1,445 feet (ft) above mean sea level (amsl) at the eastern boundary to 1,460 ft amsl at the western boundary of the project site. The project site is located on land designated by Riverside County as an area of high paleontological sensitivity and low liquefaction potential. Additionally, the project site is susceptible to subsidence and is located in the San Jacinto Valley Watershed (County of Riverside 2020).

As further discussed in the Biological Resources section of this IS, the project site is within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) species survey area for the burrowing owl but not for any other MSHCP species survey areas. The project site is not within an MSHCP Criteria Cell or an MSHCP Reserve Area.

2.2 GENERAL PLAN, SPECIFIC PLAN, AND ZONING

The City General Plan Circulation Element designates Placentia Ave as a Primary Arterial (128 ft right-of-way). The Circulation Element identifies the segment of Placentia Ave from Indian Avenue to Perris Boulevard as a future six-lane Arterial in 2030. The City General Plan Land Use Map designates the land north of Placentia Avenue as the following:

- Perris Valley Commerce Center Specific Plan (PVCC SP): The Specific Plan land use designation allows for a variety of uses, densities, and building intensities on parcels of 75 or more acres subject to a master site plan and comprehensive development standards.

- Residential 6,000 (R-6,000): Residential 6,000-square-foot (sf) lots allow for low-density, single-family dwellings at densities up to seven units per acre.

LSA

LEGEND

Project Boundary

FIGURE 2-1

N

0 300 600

FEET

Placentia Avenue Widening,
Indian Avenue to Perris Boulevard Project

Project Boundary

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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The City General Plan Land Use Map designates the land south of Placentia Avenue as the following:

- Business Park (BP): BP typically includes administrative offices in low-rise buildings often accompanied by accessory inventory storage and distribution, business services including small-scale reprographic and printing uses, warehouse retailers, and automobile dealerships.

- Harvest Landing Specific Plan (HL SP): The Specific Plan land use designation allows for a variety of uses, densities, and building intensities on parcels of 75 or more acres subject to a master site plan and comprehensive development standards.

- Light Industrial (LI): LI uses include limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations.

- Community Commercial (CC): CC provides for professional offices, department stores, discount stores, and furniture or appliance outlets. It also allows for home improvement centers, entertainment centers, and regional shopping centers.

The City Zoning Map has the same designations for the land immediately adjacent to the project site as the City's General Plan Land Use Map.

2.3 PROJECT DESCRIPTION

The proposed project would involve the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City.

2.3.1 PROPOSED IMPROVEMENTS

Refer to Figure 2-2, Site Plan, for a depiction of the proposed improvements. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modifications of the existing traffic signals at the intersection of Placentia Avenue and Perris Boulevard and the intersection of Placentia Avenue and Indian Avenue, street lighting, the striping of Class II bikeways, and landscaping. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping.

Existing municipal and private utility services on the project site include a telephone line and a 27-inch water transmission line along Indian Ave and 12-inch water distribution lines along Placentia Avenue and Perris Boulevard. On-site utility infrastructure necessary to serve the proposed project (drainage and storm water runoff treatment) would be installed. The final sizing and design of utility infrastructure would occur during final project design. The proposed project includes the construction of a parkway drain, and curbs and gutters along the south side of Placentia Avenue and along the portion of Barrett Avenue south of Placentia Avenue. The proposed project also includes the construction of 6 ft sidewalks on both sides of Placentia Avenue between Indian Avenue and Perris Boulevard and on the south side of Placentia Avenue east of Perris Boulevard. The proposed project will require the relocation of seven power poles and electrical conduits.

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LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway - Class II
- Existing Features

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Sheet 1 of 3 | Sheet 2 of 3 | Sheet 3 of 3

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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FIGURE 2-2
Sheet 1 of 3

Placentia Avenue Widening,
Indian Avenue to Perris Boulevard Project

Site Plan

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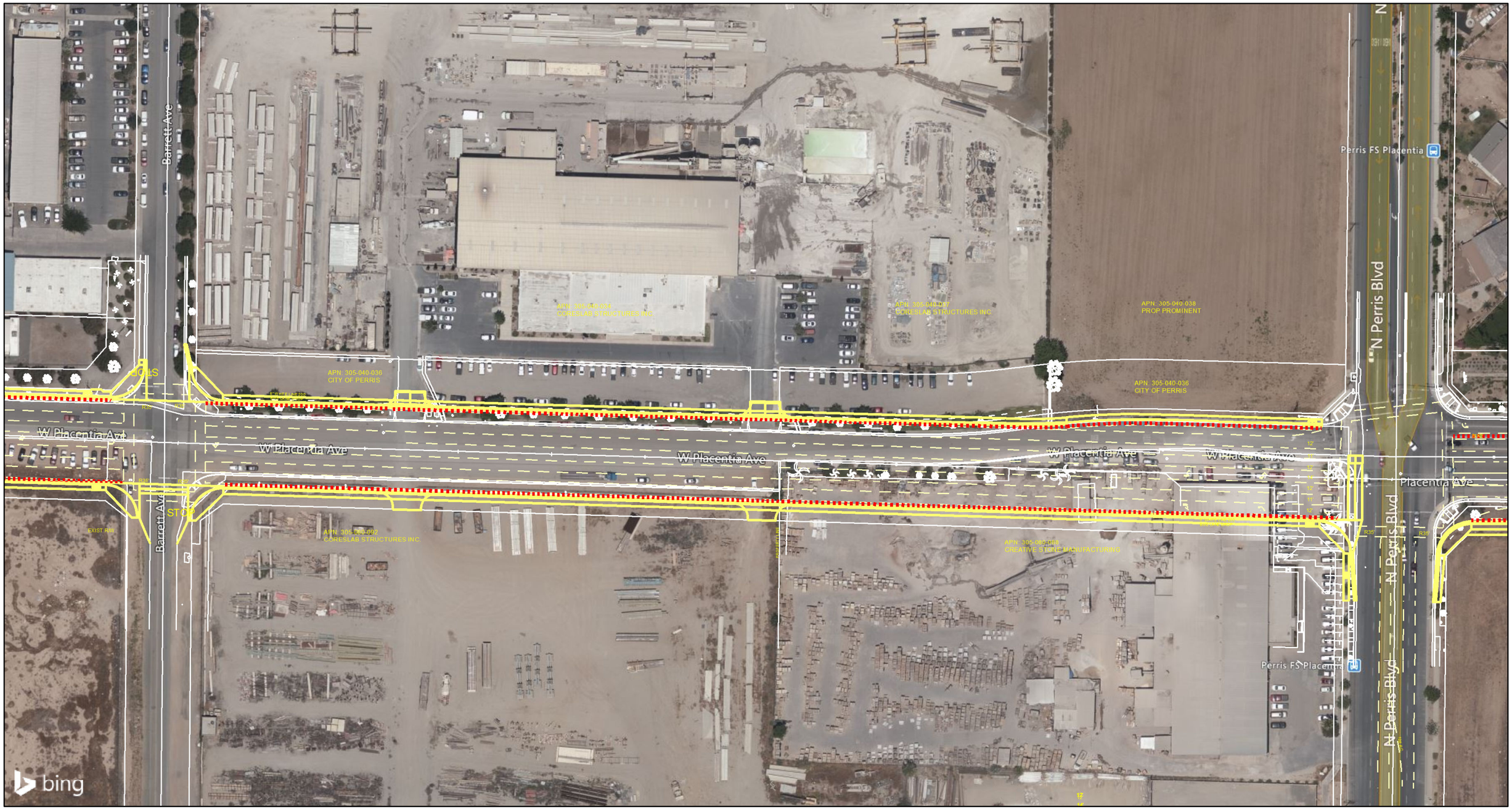

LSA

LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway - Class II
- Existing Features

0 50 100
FEET

Sheet 1 of 3	Sheet 2 of 3	Sheet 3 of 3

FIGURE 2-2
Sheet 2 of 3

Placentia Avenue Widening,
Indian Avenue to Perris Boulevard Project

Site Plan

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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LSA

LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway - Class II
- Existing Features

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Sheet 1 of 3	Sheet 2 of 3	Sheet 3 of 3

FIGURE 2-2
Sheet 3 of 3

Placentia Avenue Widening,
Indian Avenue to Perris Boulevard Project

Site Plan

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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2.3.2 CONSTRUCTION ACTIVITIES

Construction of the proposed project is projected to start in early summer 2021 and is expected to take approximately six months to complete. Table 2-1 identifies the construction equipment anticipated to be used during the construction of the proposed project.

Table 2-1: Construction Equipment

Activity	Equipment
Site Preparation	Rubber-Tired Dozers
	Tractors/Loaders/Backhoes
Grading	Excavators
	Graders
	Rubber-Tired Dozers
	Scrapers
	Tractors/Loaders/Backhoes
Paving	Asphalt Pavers
	Cold Planers
	Rollers
	Tractors/Loaders/Backhoes

2.4 PROJECT APPROVALS

The following approvals are required by the City to implement the proposed project:

- Adoption of the ND for the proposed project in compliance with the requirements of CEQA
- Approval of the proposed project to authorize final design and project construction

Other nondiscretionary actions anticipated to be taken by the City at the staff level as part of the proposed project include the following:

- Review of on-site plans, including grading, storm drain improvements, and striping
- Approval of the Final Water Quality Management Plan (WQMP) to address postconstruction runoff flows

Approvals and permits that may be required by other agencies include the following:

- **Regional Water Quality Control Board**—National Pollutant Discharge Elimination System (NPDES) permit

2.5 DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the project site and are hereby incorporated by reference:

- Perris Comprehensive General Plan 2030, originally approved on April 26, 2005 (City of Perris 2005a)

- *Final Environmental Impact Report, City of Perris General Plan 2030,* certified on April 26, 2005 (City of Perris 2005b)

- *Mid County Parkway (MCP) Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)* (Riverside County Transportation Commission 2015). Available at https://www.rctc.org/mid-county-parkway/

- *Perris Valley Commerce Center Specific Plan* (PVCCSP), adopted January 10, 2012, and amended through August 2018 (City of Perris 2012a)

- *Harvest Landing Specific Plan* (HLSP)*,* adopted May 10, 2011 (City of Perris 2011)

Except for the MCP Final EIR/EIS, which is available online, these reports/studies are available for review at the following location:

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

Hours: Monday–Friday, 8:00 a.m. to 6:00 p.m.

SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this proposed project, involving at least one impact that is "Potentially Significant" as indicated by the checklist on the following pages:

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

3.1 DETERMINATION

On the basis of this initial evaluation:

☒ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

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

☐ I find that the 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 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 Project, nothing further is required.

_____ _____
Signature of Lead Agency Representative Date

_____ _____
Printed name Agency

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SECTION 4.0 INITIAL STUDY

ENVIRONMENTAL CHECKLIST FORM

This section contains the Environmental Checklist Form (Form) for the proposed project. The Form is marked with findings as to the environmental effects of the proposed project. An "X" in column 1 requires preparation of additional environmental analysis in the form of an EIR.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City with the factual basis for determining, based on the information available, the form of environmental documentation the proposed project warrants. The basis for each of the findings listed in the attached Form is explained in the Explanation of Checklist Responses following the checklist. References used to support the analyses are identified in the text and listed in Section 5.0, References, of this IS.

ENVIRONMENTAL CHECKLIST FORM

City of Perris 135 North D Street, Perris, California 92570	
Project Title	Placentia Avenue Widening (proposed project)
Lead Agency Name and Address	City of Perris Planning Division, 135 North D Street, Perris, California 92570
Contact Person and Phone Number	Grace V. Alvarez, Special Projects Manager, (951)-322-4280
Project Location	The project site is located in the northern portion of Perris in Riverside County along Placentia Avenue from Indian Avenue to slightly east of Perris Boulevard, and is approximately 0.55 mile in length (see Figure 2-1).
Project Sponsor's Name and Address	N/A
General Plan Designation	Perris Valley Commerce Center Specific Plan, Business Park, Harvest Landing Specific Plan, Light Industrial, Residential 6,000, Community Commercial
Zoning	PVCCSP—Perris Valley Commerce Center Specific Plan, designated Light Industrial and Commercial in the PVCCSP; HLSP—Harvest Landing Specific Plan, designated High Density Residential in the HLSP; LI—Light Industrial; R-6,000—Residential 6,000; CC—Community Commercial
Description of Project	Refer to Section 2.3 of this Initial Study. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signals at the intersection of Placentia Avenue and Perris Boulevard and the intersection of Placentia Avenue and Indian Avenue, street lighting, and landscaping. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. Refer to the Site Plan provided on Figure 2-2.

<table>
<tr><th colspan="2">City of Perris
135 North D Street, Perris, California 92570</th></tr>
<tr><td>Surrounding Land Uses and Setting</td><td>
<table>
<tr><th>Boundary</th><th>General Plan and Zoning/Specific Plan Designations</th><th>Existing Land Use</th></tr>
<tr><td>Eastern</td><td>Residential/Community Commercial</td><td>Residential and Vacant</td></tr>
<tr><td>Northern</td><td>Perris Valley Specific Plan/Residential</td><td>Commercial, Light Industrial, and Residential</td></tr>
<tr><td>Southern</td><td>Harvest Landing Specific Plan/Light Industrial/ Community Commercial</td><td>Light Industrial and Vacant</td></tr>
<tr><td>Western</td><td>Perris Valley Commerce Center Specific Plan/Business Park</td><td>Residential and Vacant</td></tr>
</table>
</td></tr>
<tr><td>Other public agencies whose approval is required</td><td>• Regional Water Quality Control Board</td></tr>
</table>

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

Explanation of Checklist Answers

4.1 a) **Less Than Significant Impact.** The project site is relatively flat and surrounded by various industrial, vacant, office, and residential land uses. The project site is identified as a Major Visual Corridor on Figure 4.0-17, Visual Overlay Zone, of the PVCCSP. However, the proposed project consists of intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signals at the intersection of Placentia Avenue and Perris Boulevard and the intersection of Placentia Avenue and Indian Avenue, street lighting, and landscaping. These improvements would be designed and constructed similar to existing conditions. The proposed project would not result in the development of any structures that would have visual impacts by either directly diminishing the scenic quality of a vista or by blocking vistas of the scenic resource. Therefore, the proposed project would not substantially damage scenic resources or obstruct any prominent scenic vista or view open to the public. Impacts would be less than significant. No mitigation is required.

4.1 b) **No Impact.** According to the City General Plan EIR, no notable stands of native or mature trees exist in Perris. Additionally, the PVCCSP EIR identified no specific scenic resources such as trees, rock outcroppings, or unique features within the Specific Plan area. The California Department of Transportation (Caltrans) does not identify a State Scenic Highway within the vicinity of the project site. The nearest officially designated State scenic highway is State Route 243 (SR-243), located approximately 23 mi east of the project site (Caltrans 2019). State Route 74 (SR-74), located approximately 5 mi southeast of the project site, is an Eligible State Scenic Highway (not officially designated) (Caltrans 2019). Therefore, the development of the proposed project would not degrade scenic resources within a State Scenic Highway. There would be no impact, and no mitigation is required.

4.1 c) **Less Than Significant Impact.** As described in *State CEQA Guidelines* Section 15387 and defined by the United States Census Bureau, an “urbanized area” is a

central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile. According to the United States Census Bureau, Perris is located within the Riverside-San Bernardino, California, Urbanized Area (United States Census Bureau 2010). The proposed project would not conflict with applicable zoning or other regulations governing scenic quality because the proposed project consists of the widening of an existing roadway and intersection improvements planned for in the City's General Plan. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality in an urbanized area. Impacts would be less than significant. No mitigation is required.

4.1 d) **Less Than Significant Impact.** The proposed project would result in modifications of existing traffic signals at the intersection of Placentia Avenue and Perris Boulevard and the intersection of Placentia Avenue and Indian Avenue; however, the modifications to existing traffic signals would not create a substantial light source. No new street lighting is proposed; it would only be relocated to accommodate the widened roadway. Substantial permanent changes to the existing visual character and quality, including light and glare in the vicinity of the project site, are not anticipated to occur, and light and glare impacts would be less than significant. No mitigation is required.

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

Explanation of Checklist Answers

4.2 a) **No Impact.** The California Department of Conservation (DOC) Office of Land Conservation publishes a Farmland Conversion Report every 2 years as part of its Farmland Mapping and Monitoring Program (FMMP); these reports document land use conversion by acreage for the majority of the counties in California. The most recent FMMP data available for Riverside County is for the 2014–2016 period. The project site includes land designated as Farmland of Local Importance and Urban and Built-Up Land (DOC 2016). Neither Farmland of Local Importance nor Urban and Built-Up Land are among the three FMMP categories considered "Farmland" or "agricultural land" under CEQA (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance pursuant to Section 21060.1 of the CEQA Statute). As such, the proposed project would not result in direct conversion of Farmland as designated by the FMMP to nonagricultural use. No impact would occur with implementation of the proposed project, and no mitigation is required.

4.2 b) **No Impact.** As identified in the City's General Plan, no agricultural zones are identified by the City for the project site or any of the surrounding properties. The land adjacent to Placentia Avenue within the project site is zoned as BP, LI, R-6,000, CC, PVCCSP, and HLSP. The underlying Specific Plan land use designations are Light Industrial and Commercial under the PVCCSP and High Density Residential under the HLSP. These land use designations do not include any agricultural land uses. Because the project site is not zoned for agricultural uses, implementation of the proposed project would not conflict with existing zoning for agricultural uses. There are no agricultural land uses or property under Williamson Act contract on or adjacent to the project site. Therefore, implementation of the proposed project would not conflict with any Williamson Act Contract. No impact would occur, and no mitigation is required.

4.2 c–d) **No Impact.** The project site does not contain designated forest land or timberland as defined in the PRC (Sections 12220[g] and 4526, respectively) and would not result in the loss of forest land or the conversion of forest land to nonforest uses. Additionally, the project site is an existing roadway surrounded by various industrial, vacant, office, and residential land uses. There are no areas zoned as forest land or timberland within or adjacent to the project site. Furthermore, the County of Riverside General Plan Multipurpose Open Space Element identifies the locations of forestry resources within the county and does not show any forestry resources within the City of Perris (County of Riverside 2015). The proposed project would not conflict with existing zoning for forest land 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 nonforest uses. No impact would occur, and no mitigation is required.

4.2 e) **No Impact.** As discussed under Thresholds 2c–2d, no forest lands or timberland resources exist in Perris. Therefore, the proposed project would not indirectly result in the conversion of forest land. As discussed under Threshold 2a above, the FMMP map indicates the site is composed of Farmland of Local Importance and Urban and Built-Up Land (DOC 2016). The project site and adjacent land uses are not being used for agricultural uses. Surrounding parcels within a 0.5 mi radius of the site are designated as Farmland of Local Importance, Urban and Built-Up Land, or Other Land. The nearest Farmland parcel, as defined under CEQA, is Farmland of Statewide Importance, located approximately 0.7 mi northeast of the project site (DOC 2016). The widening of Placentia Avenue as proposed would not indirectly result in changes to the existing environment that would result in the conversion of farmland to

nonagricultural use or forest land to nonforest use, because the proposed project is limited to the project site and no farmland or forest land is located proximate to the project site. Therefore, no impact would occur.

4.3 AIR QUALITY	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3 a) **No Impact.** The proposed project is located within the South Coast Air Basin (Basin) and the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County, the non–Antelope Valley portions of Los Angeles County, and the nondesert portions of Riverside and San Bernardino Counties.

The 2016 Air Quality Management Plan (AQMP) is the current regional air quality plan. The main purpose of the AQMP is to bring the area into compliance with federal and state air quality standards. The 2016 AQMP incorporates current scientific, technological, and planning assumptions including the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016a), and updated air pollution emission inventory methodologies for various air pollution source categories. The 2016 AQMP addresses new and changing federal requirements, implements new technology measures to reduce air pollution, and continues SCAQMD's legacy of developing economically sound and flexible regulatory compliance approaches.

The 2016 AQMP demonstrates attainment of the federal 24-hour standard for particulate matter less than 2.5 microns in size ($PM_{2.5}$) by 2014 in the Basin. The 2016 AQMP also updates the United States Environmental Protection Agency (EPA) approved 8-hour ozone (O_3) control plan with new measures designed to reduce reliance on the Federal Clean Air Act (CAA) Section 182 (e)(5) long-term measures for nitrogen oxides (NO_x) and volatile organic compound (VOC) reductions.

The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by the SCAG to estimate stationary and mobile source

emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions generated by the new project have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP. The City General Plan Circulation Element designates Placentia Ave as a Primary Arterial (128 ft right-of-way). The Circulation Element identifies the segment of Placentia Ave from Indian Avenue to Perris Boulevard as a future six-lane Arterial in 2030. The proposed project will be developed in accordance with the City's General Plan. Implementation of the proposed project would not require the rezoning of the project site or an amendment to the City's General Plan land use designation. Since the proposed project is consistent with the existing General Plan land use designation and also consistent with the 2016 AQMP, the proposed project would not conflict with or obstruct implementation of the 2016 AQMP. Therefore, no mitigation is required.

4.3 b) **Less Than Significant Impact.** SCAQMD's CEQA Air Quality Handbook establishes suggested significance thresholds based on the volume of pollution emitted. According to the Handbook, any project in the Basin with daily emissions that exceed any of the thresholds listed in Table 4-1 should be considered as having an individually and cumulatively significant air quality impact.

Table 4-1: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (lbs/day)					
	VOCs	NO_x	CO	PM_{10}	$PM_{2.5}$	SO_x
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

Source: SCAQMD Air Quality Significance Thresholds (SCAQMD).
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOC = volatile organic compound

Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include carbon monoxide (CO), NO_X, VOCs, directly emitted particulate matter (PM) ($PM_{2.5}$ and particulate matter less than 10 microns in size [PM_{10}]), and toxic air contaminants (TACs) (e.g., diesel exhaust PM).

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, and paving roadway surfaces. Construction-related effects on air quality from most roadway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. These activities would temporarily generate CO, NO_X, VOCs, PM_{10}, and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after drying. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and

local weather conditions. PM_{10} emissions would also depend on soil moisture, the silt content of soil, wind speed, and the amount of equipment operating at the time. Larger dust particles would settle near the source, while finer particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, NO_X, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Sulfur dioxide (SO_2) is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting federal standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and California Air Resources Board (CARB) regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO_2-related issues due to diesel exhaust would be minimal.

Project construction emissions were estimated using the Sacramento Metropolitan AQMD's Road Construction Emissions Model (RoadMod), Version 9.0, which is consistent with the guidance provided by SCAQMD for evaluating construction impacts from roadway projects. Construction parameters, including material export amount and equipment lists, were provided by the City.[1] The maximum amount of construction-related emissions during a peak construction day is presented in Table 4-2 (model data are provided in Appendix A). The PM_{10} and $PM_{2.5}$ emissions assume a 50 percent control of fugitive dust as a result of watering and associated dust-control measures. The emissions presented below are based on the best information available at the time of calculations and specify that the schedule for the proposed project is anticipated to take approximately 6 months beginning in 2021. Additionally, SCAQMD has established rules for reducing fugitive dust emissions. Applicable SCAQMD Rules during construction of the proposed project include, but are not limited to, Rule 1403 (Asbestos), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186/1186.1 (Street Sweepers). With the implementation of standard construction control measures (providing 50 percent effectiveness) such as frequent watering (e.g., a minimum of twice per day) listed below, fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts.

Table 4-2: Maximum Project Construction Emissions

Project Construction Phases	VOCs	CO	NO_X	Total PM_{10}	Total $PM_{2.5}$
Grubbing/Land Clearing (lbs/day)	1.0	7.4	11.4	63.0	13.4
Grading/Excavation (lbs/day)	4.2	28.5	48.5	64.5	14.7
Drainage/Utilities/Sub-Grade (lbs/day)	3.3	29.0	32.3	64.0	14.4
Paving (lbs/day)	2.7	17.6	33.6	1.4	1.1
Maximum (lbs/day)	4.2	29.0	48.5	64.5	14.7
SCAQMD Threshold	**75**	**550**	**100**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**

[1] Construction data provided by email from Brad Brophy (Perris City Engineer) on December 4, 2019.

Source: Compiled by LSA (January 2020).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
VOC = volatile organic compound

Standard SCAQMD Construction Control Measures

Dust Control.

- Apply soil stabilizers to inactive areas.
- Prepare a high-wind dust control plan, implement plan elements, and terminate soil disturbance when winds exceed 25 miles per hour (mph).
- Stabilize previously disturbed areas if subsequent construction is delayed.
- Water exposed surface and haul roads three times per day.
- Cover all stockpiles with tarps.
- Replace ground cover in disturbed areas quickly.
- Reduce speeds on unpaved roads to less than 15 mph.

Fugitive Dust. Fugitive dust generated daily during construction would vary substantially, depending on the level of activity, the specific operations, and weather conditions. Even during peak grading days, daily total construction emissions would not exceed the SCAQMD threshold for PM_{10}. With the implementation of the standard conditions such as frequent watering (i.e., minimum twice a day) fugitive dust emissions can be reduced by approximately 50 percent.

Emissions from construction equipment would not exceed the daily thresholds for the criteria pollutants of VOC, CO, NO_X, sulfur oxides (SO_X), PM_{10}, or $PM_{2.5}$.

Localized Significance Thresholds. SCAQMD has established that impacts to air quality would be significant if there is a potential to contribute or cause localized exceedances of the federal and/or State ambient air quality standards (NAAQS/CAAQS), referred to as localized significance thresholds (LSTs). 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 nearest sensitive residential receptors are located approximately 25 ft (7.6 meters [m]) south of the eastern end of the project site. As specified by SCAQMD, projects with boundaries located closer than 25 m (82 ft) to the nearest receptor should use the 25 m LSTs.[2] SCAQMD also specifies that only the on-site emissions are to be included in an LST analysis. RoadMod only provides total construction emissions (shown in Table 4-2), which are a combination of the on-site and off-site emissions. The emissions shown in Table 4-2 are for a day when construction would occur on the entire 6.25-acre (ac) site. This means that most of the operations would occur far enough away from the sensitive receptors that their emissions would not impact any of the sensitive receptors. For this analysis it was assumed that no more than

[2] Final Localized Significance Threshold Methodology (SCAQMD 2008).

20 percent of the total emissions would occur close to the sensitive receptors. As shown in Table 4-3, the emissions from nearby construction equipment would not exceed the LSTs for the criteria pollutants of NO_X, CO, PM_{10}, or $PM_{2.5}$.

Table 4-3: Construction LST Emissions

Construction Emissions	Onsite Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum On-Site Daily Emissions	10	6	12	2
LST (Perris Valley Area at 25 m)	**270**	**1,577**	**13**	**8**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. January 2020.
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance threshold
m = meter/meters
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Long-Term Operational Impacts

The project site currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project would widen Placentia Avenue between Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The project also includes intersection improvements, installation of sidewalk and storm drain facilities, and modifications of existing traffic signals, at the intersection of Placentia Avenue and Indian Avenue and the intersection of Placentia Avenue and Indian Avenue.

Air Quality Impact Analysis Summary

This project would serve existing and planned future traffic demand and would generate a less-than-significant amount of pollutants during construction due to the very short duration of project construction. As described above, the proposed project would be developed in accordance with the City's General Plan, which is consistent with the AQMP and 2016 RTP/SCS. Therefore, the proposed project will not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant. No mitigation is required.

4.3 c) **Less Than Significant Impact.** As identified previously, there are sensitive receptors in proximity to the project site that would not be exposed to significant pollutant concentrations. This section discusses criteria pollutants from on-site construction and operation, CO hotspots, and TACs.

Localized Impacts from Criteria Pollutants

As described under Threshold 3b, emissions resulting from the project's construction activities would not exceed LSTs established by SCAQMD for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$, and no additional mitigation is required.

Carbon Monoxide Hotspots

An adverse CO concentration, known as a hot spot, would occur near a sensitive receptor if an exceedance of the State 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the Basin was designated as nonattainment under the CAAQS and NAAQS for CO.

CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 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 concentration in the Basin is now designated as attainment. Also, CO concentrations in the project vicinity have steadily declined (SCAQMD 2016). Therefore, CO hot spots are not an environmental impact of concern for the project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant, and no mitigation is required.

4.3 d) **Less Than Significant Impact.** Temporary construction activities could generate exhaust emissions and fugitive dust from the operation of construction equipment that could have an odor. These odors would be limited to the immediate vicinity of the project site and would cease when project construction is complete. The project would comply with construction standards adopted by SCAQMD for minimizing air pollutant emissions during construction. This would minimize the potential for odors, and the impacts will be less than significant. No mitigation is required.

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

4.4 BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Explanation of Checklist Answers

The information in this section is based on the *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Biology Report* (LSA 2020) (referred to hereafter as the "Biology Report" and provided in Appendix B to this IS) and the associated biological field surveys conducted in December 2019 to inventory and evaluate the condition of the habitat within the survey area. The habitat assessment was conducted to characterize existing on-site conditions and assess the potential for occurrence of special-status plant and wildlife species within the survey area. The habitat assessment was augmented by a review of the California Natural Diversity Database (CNDDB) to assess the potential for special-status plant and animal species within the survey area.

According to the Biology Report (LSA, 2020), the project site is not located within any designated Criteria Cell or MSHCP Reserved Area. However, a focused survey was required for burrowing owls. In compliance with the requirements of the MSHCP, a focused survey was conducted for burrowing owls during the field survey conducted in December 2019; the results of the focused survey are discussed under Threshold 4a below.

4.4 a) Less Than Significant Impact.

Special Status Wildlife Species

Riparian Birds

As detailed in the Biology Report included in Appendix B of this IS, habitat suitability for riparian birds, including the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo, was assessed in conjunction with the assessment for riverine/riparian areas. In addition, database records for the *Perris, California* United States Geological Survey (USGS) 7.5-minute series quadrangle and surrounding quadrangles were searched using the California Department of Fish and Wildlife (CDFW) CNDDB RareFind 5 online application.

The least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo generally require riparian forest habitat composed of willow and cottonwood species with a dense understory. Suitable riparian habitat is absent from the project site. There are no CNDDB records for the least Bell's vireo, southwestern willow flycatcher, or yellow-billed cuckoo within the project site. There are, however, CNDDB records of the least Bell's vireo, southwestern willow flycatcher, and yellow-billed cuckoo in the project vicinity. However, these species are considered absent from the project site

based on the lack of suitable riparian habitat. Therefore, the proposed project would have no impact on riparian birds. No mitigation is required.

Western Burrowing Owl

Portions of the project site are within the MSHCP western burrowing owl survey area. Western burrowing owls are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. They nest in abandoned burrows of ground squirrels or other animals, in pipes, under piles of rock or debris, and in other similar features.

A western burrowing owl habitat assessment was conducted in December 2019 in accordance with Step I, Part A of the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area* (Riverside County Environmental Programs Department, March 29, 2006). The assessment included an evaluation of soil texture, vegetative cover, topography, the presence of mammal burrows, rock/debris piles, or other areas suitable for nest construction, and transects within the suitable habitat areas to the south of West Placentia Avenue.

Suitable habitat for the western burrowing owl was determined to be present in the project site. Suitable burrows with a diameter of 4 inches or greater were observed along a chain-link fence to the south of West Placentia Avenue between Indian Avenue and Barrett Avenue. Suitable habitat consists of areas vegetated by ruderal vegetation and disturbed areas, and burrows with a diameter of approximately 4 inches or greater. Although no evidence of the western burrowing owl was found, due to the presence of suitable western burrowing owl habitat, a focused burrow survey during the breeding season (March 1–August 31) was conducted on April 3, 2020 and April 27, 2020. No burrowing owls, burrowing owl sign, or burrows or similar features suitable for burrowing owl occupation were found to be present within the BSA. However, since the BSA is suitable for burrowing owl and burrowing owl could occupy the site prior to construction, a pre-construction burrowing owl survey will be required within 30 days prior to ground disturbance. With the implementation of Project Design Feature BIO-1, the proposed project would have less-than-significant impacts on burrowing owls. No mitigation is required.

Nesting Birds

During the bird breeding season (typically February 1–August 31), large trees on or adjacent to the project site may be used by hawks, ravens, or other large birds for nesting. Trees, shrubs, and other vegetation may provide nest sites for smaller birds, and western burrowing owls may nest in ground squirrel burrows, pipes, or similar features. Nesting bird species with the potential to occur are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800 and by the Migratory Bird Treaty Act (MBTA) (16 USC 703–711). These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey. However, the United States Fish and Wildlife Service (USFWS) has recently determined that the MBTA should apply only to “affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs” and will not be applied to incidental take of migratory birds pursuant to otherwise lawful activities. To avoid potential effects during the breeding season to swallows, fully protected raptors, special-status bird species, and other nesting birds protected by the California Fish

and Game Code, and for compliance with MSHCP Incidental Take Permit Condition 5, Project Design Feature BIO-2 would be implemented. Project Design Feature BIO-2 requires a nesting bird preconstruction survey to be conducted by a qualified biologist 3 days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. With the implementation of Project Design Feature BIO-2, impact to nesting birds would be less than significant. No mitigation is required.

Fairy Shrimp

There are no vernal pools on the project site. Given the sandy loam soils and that no inundation on the site was seen in seasonally appropriate aerial photographs, the sandy loam soils are unlikely to support ponding for long enough to provide suitable habitat conditions. Therefore, the site does not have habitat suitable for sensitive fairy shrimp species, and no fairy shrimp will be affected by the proposed project. No mitigation is required.

Special-Status Plant Species

Section 6.1.3 of the MSHCP requires focused surveys for specified sensitive plant species if a project is located within a Narrow Endemic Plant Species Survey Area (NEPSSA) and suitable habitat is present. The proposed project is not located within an NEPSSA; therefore, an NEPSSA focused survey is not required. The proposed project will have no effects on NEPSSA plant species.

Threatened and Endangered Species

USFWS and CDFW may list species as threatened or endangered under the Federal Endangered Species Act (FESA) and the California State Endangered Species Act (CESA). USFWS can designate critical habitat that identifies specific areas, either occupied or unoccupied, that are essential to the conservation of a listed species. Critical-habitat areas may require special management considerations or protections. USFWS and CDFW have issued permits for the take of most threatened and endangered species within the MSHCP Plan Area. The MSHCP covers impacts to these species. No threatened or endangered species are expected to occur on the project site because of the lack of suitable habitat. Therefore, there would be no impacts to threatened and endangered species. No mitigation is required.

Other Special-Status Species

CDFW, USFWS, local agencies, and special-interest groups, such as the California Native Plant Society (CNPS), maintain lists of species that they consider to be in need of monitoring. Legal protection for special-status species varies widely.

The following special-status species may occur in the general project vicinity but are not covered under the MSHCP or are not adequately conserved by the MSHCP at this time:

Plants

- Marsh sandwort
- Salt marsh bird's-beak

Invertebrate

- Crotch's bumblebee

Birds

- Western snowy plover
- California black rail

However, due to lack of suitable habitat, none of these species is expected to be present at the project site or to be affected by the proposed project. Therefore, impacts to other special-status species would be less than significant. No mitigation is required.

4.4 b–c) **No Impact.** The Biology Report, included in Appendix B of this IS, includes a determination of the presence of jurisdictional waters, riparian or riverine areas, and vernal pools in the survey area.

The project site was assessed for riparian/riverine areas and potential jurisdictional waters and streambeds at the time of the December 19, 2019, site visit. The assessment included identification and mapping of plant communities within the project area as well as any riparian/riverine features and potential jurisdictional waters and streambeds. There was no riparian habitat identified within the project site, and drainage features/riverine resources were not identified within the site plan limits. Drainage features subject to the regulatory authority of the United States Army Corps of Engineers (USACE) under Section 404 of the Federal Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, and CDFW under Section 1600 et seq. of the California Fish and Game Code are not present within the impact area within the site plans. However, an unvegetated drainage feature is located to the west of the intersection of West Placentia Avenue and Indian Avenue. This is the only riverine resource and the only jurisdictional feature regulated by USACE, the RWQCB, and CDFW present within the project site. This feature was originally mapped as part of the MCP Project, and more recently in 2019 for the environmental documentation and regulatory permitting for the I-215/Placentia Avenue Interchange Project. Based on the field visits in December 2019 and in April 2018 conducted for the I-215/Placentia Avenue Interchange Project and historical aerial photography, this drainage feature sheet-flows on top of Indian Avenue, and the sheet flow dissipates into the field southwest of Placentia Avenue and Barrett Avenue. There is no evidence of the sheet flow from this field connecting to other downstream riverine resources on the other side of Barrett Avenue. A sheet flow without any connectivity downstream would not be considered an MSHCP riverine resource. There are no riverine resources east of Indian Avenue within the project site. Additionally, there is no ordinary high-water mark associated with this feature east of Indian Avenue. The sheet flow into the field does not connect to other downstream riverine resources on the other side of Barrett Avenue. USACE, the RWQCB, and CDFW do not regulate sheet flow without an ordinary high-water mark or bed and bank; therefore, there are no jurisdictional features east of Indian Avenue within the project site.

Project construction activities will be confined to the paved limits of West Placentia Avenue, Indian Avenue, Barrett Avenue, and North Perris Boulevard. The riverine area located west of the intersection of West Placentia Avenue and Indian Avenue will not

be impacted by the proposed project. Additionally, based on the MCP and I-215/Placentia Avenue Interchange Projects and the associated CWA Section 404 Nationwide Permit (SPL-2013-00225-SMG) and CWA Section 401 Water Quality Certification and Order (SARWQCB WDID #332018-31), the aforementioned drainage feature will be fully impacted by the I-215/Placentia Avenue Interchange Project prior to the start of construction activities on the project site. Therefore, the proposed project will have no effects on MSHCP riparian/riverine resources or drainage features regulated by USACE, the RWQCB, or CDFW. No mitigation is required.

Further, no ponded areas or features resembling vernal pools were observed during the site visit, nor were any identified after a review of seasonally appropriate aerial photographs. The soils mapped and observed within the project area are primarily sandy loams, which are unlikely to support ponding sufficient for vernal-pool formation. No mapped clay soils are present within the project site. Therefore, no vernal pools will be affected by the proposed project. No mitigation is required.

4.4 d) **No Impact.** Wildlife movement includes seasonal migration along corridors as well as daily movements for foraging. Migration corridors may include areas of unobstructed movement of deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and areas between roosting and feeding areas for birds. The project site is primarily developed with existing roadway infrastructure and commercial and residential development that already restrict wildlife movement in the project vicinity. The proposed project would not substantially limit wildlife movement. Additionally, there are no riparian communities, vernal pools, or other sensitive plant communities on the project site. Therefore, the proposed project would not result in additional fragmentation of habitat. No impact would occur, and no mitigation is required.

4.4 e) **No Impact.** The City of Perris' Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262). The purpose of this ordinance is to do the following: (1) establish and maintain a healthy urban forest in 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 Perris; (4) ensure the protection of trees during development and redevelopment of properties in Perris; (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 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, as well as setting the direction and scope of tree-related activities.

The proposed project may require the removal of trees on the project site. These trees are protected by the City's Urban Forestry Ordinance because "protected public trees" generally includes all public trees and some private trees. The City's Municipal Code Section 12.12.030, Permit Requirements, requires the obtainment of a permit from the Director of Public Works prior to removing or severely trimming any tree planted in the right-of-way of any City street or on City property.

As such, the obtainment of a tree removal permit would be required prior to the removal of any trees on the project site. The proposed project would not conflict with the provisions of this ordinance with the implementation of Regulatory Compliance

Measure BIO-1. The planting and maintenance of trees as part of the proposed project would comply with the City's ordinance related to Urban Forestry. Therefore, there would be no impacts. No mitigation is required.

4.4 f) **No Impact.** The project site is within the MSHCP area and is not subject to any other adopted HCP. The project site is located in Perris within the MSHCP. The City is a permittee under the MSHCP, and while the proposed project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development, including the construction of infrastructure, that is outside Criteria Areas and Public/Quasi-Public Lands is permitted under the MSHCP, subject to consistency with MSHCP policies that apply to areas outside Criteria Areas. As such, to achieve coverage, the proposed project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with riparian/riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP

The proposed project was determined to be consistent with the MSHCP as described below.

Riparian/Riverine Areas and Vernal Pools

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction in support of the proposed project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools. Aerial photography was reviewed, and field visits were conducted in December 2019 and April 2018. As discussed above under Thresholds 4a and 4b, the project site does not support riparian/riverine areas or vernal pools, and as such, the proposed project would not have any potential impacts to riparian/riverine areas and vernal pools.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, Protection of Narrow Endemic Plant Species, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on a review of the MSHCP, it was determined that the project site is not located within the designated survey area for Narrow Endemic Plant

Species. Through the field investigation, it was determined that the project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP. Therefore, no additional surveys or analysis is required.

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. The review of the MSHCP determined that the project site is located within the designated survey area for the burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. As discussed under Threshold 4a, a habitat assessment for the burrowing owl was conducted in December 2019, and no burrowing owls or sign were observed in the project site during the focused survey. However, suitable habitat for the western burrowing owl was determined to be present in the project site. Although no evidence of the western burrowing owl was found, due to the presence of suitable western burrowing owl habitat, a focused burrow survey during the breeding season (March 1–August 31) was conducted on April 3, 2020 and April 27, 2020. No burrowing owls, burrowing owl sign, or burrows or similar features suitable for burrowing owl occupation were found to be present within the BSA. However, since the BSA is suitable for burrowing owl and burrowing owl could occupy the site prior to construction, a pre-construction burrowing owl survey will be required within 30 days prior to ground disturbance. No other special-status wildlife species surveys were identified as being required.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. Therefore, the Urban/Wildlands Interface Guidelines do not apply to the proposed project.

As described above, the proposed project is consistent with the policies included in the MSHCP. The project site is not subject to any other adopted HCP or conservation plan. Therefore, the proposed project would not conflict with the provisions of an adopted plan. There would be no impact, and no mitigation is required.

Project Design Features (PDFs) and Regulatory-Compliance Measures (RCMs)

PDF BIO-1 **Burrowing Owl Survey.** A focused burrow survey shall be conducted by a qualified biologist if construction activities occur during the breeding season (March 1–August 31), in accordance with Step II, Part A, of the western burrowing owl survey instructions. If suitable burrows are found, a survey for western burrowing owls would be required in compliance with Step II, Part B, of the survey instructions. In addition, a 30-day preconstruction survey would be required for compliance with the survey instructions. If western burrowing owls are determined to be present, a Western Burrowing Owl Protection and Relocation Plan may be necessary prior to initiating ground disturbance.

PDF BIO-2 **Nesting Bird Survey.** A nesting bird preconstruction survey shall be conducted by a qualified biologist 3 days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. The buffer may be up to 500 ft in diameter, depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the project site will be resurveyed during bird breeding season if there is a lapse in construction activities longer than 7 days.

RCM BIO-1 **Tree Removal Permit.** A Tree Removal Permit shall be obtained from the Director of Public Works or designee pursuant to the City's Municipal Code Section 12.12.030, Permit Requirements, prior to the removal of any trees. The Director of Public Works or designee may impose such conditions as deemed reasonable or necessary, including requirements for the work to be done only by a qualified tree surgeon or tree trimmer actually engaged in the business, and for bond, insurance, or other security to protect persons and property from injury or damage. A permit for removal of a tree may be conditioned upon its relocation or replacement by one or more other trees of a kind or type to be specified in the permit. The planting and maintenance of trees as part of the proposed project would comply with the City's ordinance related to Urban Forestry.

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

Explanation of Checklist Answers

Because the proposed project is located within the Area of Potential Effects (APE) of the MCP Project (including the expanded APE for the I-215/Placentia Avenue Interchange Project, the first construction package for the MCP project), all conclusions regarding impacts to cultural resources are based upon the cultural resource studies prepared for the MCP Project and the I-215/ Placentia Avenue Interchange Project. As such, the information in this section is based on the Historic Property Survey Report and Attachments (HPSR) (LSA 2012), a Supplemental HPSR (LSA 2015), a second Supplemental HPSR (LSA, 2018), and a third Supplemental HPSR (LSA 2019b) prepared for the MCP Project and a fourth Supplemental HPSR (LSA 2019a) prepared for the I-215/Placentia Avenue Interchange Project. Methodology in support of these documents included a records search, a pedestrian survey, test excavations, consultation with historic groups, and Native American consultation to identify prehistoric and historical cultural resources that may be eligible for listing in the National Register of Historic Places (National Register) and

the California Register of Historical Resources (California Register). All studies were completed in accordance with CEQA and Section 106 of the National Historic Preservation Act (NHPA).

A cultural resources records search was conducted at the Eastern Information Center of the California Historical Resources Information System (CHRIS) for the MCP Project. It included review of historical maps and aerials, and review of published and unpublished information concerning archaeological, ethnographic, and historical development in the project vicinity of the MCP Project APE. Copies of site record forms for prehistoric, historical, and prehistoric/historical sites, as well as a bibliographic reference list of all previously conducted cultural resource work within the APE and for the surrounding records search area, were obtained as part of the records search. On March 4th, 2020, a cultural records search update was conducted by LSA Senior Cultural Resources Manager Riordan Goodwin at the Eastern Information Center (located at the University of California, Redlands). No additional cultural resources have been documented within 1 mile of the project since the records search conducted in 2016 for the MCP Project, and the nearest prehistoric site (a bedrock milling complex) is located approximately 0.87 miles (4,600 feet) from the west boundary of the project site.

CHRIS records searches also included a review of listings in the National Register (updated July 29, 2005), the California Register (from lists updated in March and July 2005), the California Inventory of Historic Resources (1976, updated March 7, 2005), California Historical Landmarks (1996, updated July 13, 2004), California Points of Historic Interest (May 1992, updated April 10, 2003), the Historic Property Data File (Office of Historic Preservation current computer list, updated March 7, 2005), and the Caltrans State and Local Bridge Survey (January 2011). In addition, a review of historic 15-minute and 30-minute USGS topographic maps, General Land Office plat maps, and Sanborn Fire Insurance Maps was conducted.

A reconnaissance-level pedestrian field survey of the archaeological survey area for the MCP project was conducted in May 2004, between April and July 2005, between August 2005 and March 2006, and in March 2011. The project site for the Placentia Avenue Widening project is within the MCP archaeological survey area (approximately 1,977 ac).

4.5 a) **No Impact.** Only properties that meet the established criteria, as set out below, may be listed on or formally determined eligible for listing on the California Register. The Final Text of the CEQA Guidelines Revisions 15064.5 Determining the Significance of Impacts to Archaeological and Historical Resources defines a “historical resource” as the following: (1) a resource listed in or determined eligible for the California Register by the State Historical Resources Commission; (2) a resource included in a local register that meets the requirements of Section 5024.1(g) of the PRC; or (3) any object, building, structure, site, area, place, record, or manuscript that is determined to be significant by the Lead Agency, including any that meets the criteria for listing on the California Register that:

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

2) Is associated with the lives of persons important in our past;

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

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

In addition, the cultural resource must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

The HPSR (LSA 2012) and Supplemental HPSRs (LSA 2015; LSA 2018; LSA 2019a, LSA 2019b) identified five archaeological resources within the MCP Project APE eligible for inclusion in the National Register. The historic properties consist of four bedrock milling sites (P-33-19862, P-33-19863, P-33-19864, and P-33-19866) and one village site (P-33-16598). No additional cultural resources were identified within the revised APE in the fourth Supplemental HPSR (November 2019) prepared for the I-215/Placentia Avenue Interchange Project. None of the historic properties identified in the HPSRs and supplemental HPSRs for the MCP Project and I-215/Placentia Avenue Interchange Project are within the project site, and therefore none of these properties would be affected by the proposed project. Additionally, there were no prehistoric sites identified on the project site. The nearest prehistoric site identified was a bedrock milling site (P-33-106382) located approximately 0.87 miles from the west boundary of the project site. Based on the literature review and the field surveys conducted, no historic resources would be affected by the proposed project. Therefore, no impacts to historic resources would result with implementation of the proposed project, and no mitigation is required.

4.5 b) **Less Than Significant Impact.** The records search conducted for the MCP Project found no recorded archaeological resources on the project site. The project site has been previously disturbed by the development of Placentia Avenue and surrounding structures. Based on the disturbed nature of the project site, there is little potential for the proposed project to impact known archaeological resources during construction. As a precautionary measure to avoid or minimize any impacts to potential unknown archaeological resources, Project Design Feature CUL-1 requires a professional archaeologist evaluating any cultural material encountered during construction to halt construction if materials are found. Therefore, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource, and no mitigation is required.

4.5 c) **Less Than Significant Impact.** The project site does not exhibit a formal cemetery and is not adjacent to any known formal cemeteries. The project site and vicinity have been surveyed for archaeological resources, and no human remains were detected during the survey. Given the disturbed nature of the project site, it is unlikely that project construction would disturb any buried human remains. However, if human remains are discovered during construction, State Health and Safety Code Section 7050.5 (b) states that further disturbances and activities must cease in the area of the suspected human remains, and the County Coroner must be contacted and permitted to examine the remains. If the Coroner determines that the remains are of Native American origin, the Coroner must then notify the Native American Heritage Commission (NAHC) of the existence of the find within 24 hours. Pursuant to PRC Section 5097.98, the NAHC would then notify the Most Likely Descendant (MLD) of the discovery. The MLD has 48 hours of being granted access to the site to complete his or her inspection and make recommendations or preferences for treatment. The potential for the project to disturb human remains would be less than significant with adherence to State regulations (State Health and Safety Code Section 7050.5 (b) and PRC Section 5097.98). No mitigation is required.

Project Design Features

PDF CUL-1 **Discovery of Archaeological Material.** If cultural material is encountered during construction, the City Public Works Director, or designee, will ensure that work in the area of the discovery stops until a professional archaeologist can assess the nature and significance of the find and make appropriate recommendations.

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

Explanation of Checklist Answers

The purpose of this section is to ensure that energy use is considered by the City, as the Lead Agency, and to describe anticipated energy usage associated with construction and operation of the proposed project; determine if the usage amounts are efficient, typical, or wasteful for the land use type; and emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The project site currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project would widen Placentia Avenue between Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The project also includes intersection improvements, installation of sidewalk and storm drain facilities, and modifications of the existing traffic signals at the intersection of Placentia Avenue and Indian Avenue and the intersection of Placentia Avenue and Perris Boulevard.

4.6 a) **Less Than Significant Impact.** Construction energy use would result from off-road construction equipment, water trucks, and on-road vehicles for worker commuting. The amount of fuel used per year for construction of the project was estimated from the carbon dioxide (CO_2) emissions from RoadMod Version 9.0 (described in the Air Quality section of this), using the EPA conversion factors of 112.52 gallons of gasoline burned per metric ton of CO_2 (MT CO_2) emitted and 98.23 gallons of diesel fuel burned per MT CO_2 emitted (EPA 2019),[3] as shown in Table 4-4.

Table 4-4: Annual Construction Fuel Consumption

Construction Year	Overall CO2 Emissions (tons)	Diesel Fuel Consumption (gal)	Worker Commute CO2 Emissions (tons)	Gasoline Consumption (gal)
2021	318	28,349	47	4,828

Source: Conversion data from EPA Energy and the Environment—Greenhouse Gases Equivalencies Calculator—Calculations and References. (EPA 2019).
Note: 112.52 gal of gasoline/MT CO_2, 98.23 gal of diesel/MT of CO_2, and 1.102 tons/MT.
CO_2 = carbon dioxide gal = gallon/gallons

[3] United States Environmental Protection Agency. 2019. Energy and the Environment—Greenhouse Gases Equivalencies Calculator—Calculations and References. (EPA 2019).

EPA = United States Environmental Protection Agency
MT = metric ton

Using average fuel energy factors of 111,800 British thermal units (Btu) per gallon of gasoline and 127,500 Btu per gallon of diesel fuel (CEC 2019),[4] the energy used for construction is shown in Table 4-5.

Table 4-5: Annual Construction Energy Consumption

Construction Year	Diesel Fuel Consumption (gal)	Gasoline Consumption (gal)	Energy Consumption (MMBtu)
2021	28,349	4,828	4,154

Source: Fuel Btu rates from Energy Almanac, Transportation Data (CEC 2019).
Note: 127,500 Btu/gal of diesel and 111,800 Btu/gal of gasoline.
Btu = British thermal units
gal = gallon/gallons
MMBtu = million British thermal units

As shown in Table 4-5, the total of construction-related energy consumption would be 4,154 million Btu (MMBtu). Compared to energy consumption without the proposed project construction, the proposed project would not cause a substantial increase to local energy consumption in the project area. The total energy consumed in Riverside County in 2018 was 15,981 million kilowatt-hours (or 54,529,435 MMBtu) of electricity and 398 million therms (or 39,800,000 MMBtu) of natural gas, for a total annual energy consumption rate of 94,329,435 MMBtu. The construction energy consumed by the proposed project would be less than 0.01 percent of the total Riverside County consumption. Therefore, energy consumption from construction activities would be negligible at the Riverside County level. Energy use would be temporary and limited to the 6-month project construction duration. Therefore, the project would result in a less-than-significant energy impact during project construction.

Operation phase energy use for transportation projects typically is dominated by vehicle fuel usage. Energy consumption is mainly based on the annual vehicle miles traveled (VMT), though it is also affected by congestion-related inefficiencies. The proposed project would increase the capacity of the Placentia Avenue, but only to provide for the increased vehicle use resulting from existing traffic demand and planned City growth. Therefore, the proposed project would result in a less-than-significant energy impact during project operation.

4.6 b) **No Impact**. The following section analyzes the proposed project's consistency with the applicable federal and State regulations.

State of California Integrated Energy Policy

In 2002, the Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every 2 years for electricity, natural gas, and transportation fuels. On odd years (for example, 2019), the IEPR is a relatively comprehensive state energy policy report, while on even years (for example, 2020), the IEPR is a shorter update on key topics. The plan calls for the State to assist in the transformation of the transportation system

[4] Energy Almanac, Transportation Data (CEC 2019).

to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs.

The CEC published the draft 2020 IEPR Update on January 17, 2020 (CEC 2020b). As proposed, the 2020 IEPR Update focuses on the transportation sector, the State's largest source of greenhouse gas (GHG) emissions. The 2020 IEPR Update evaluates current transportation trends; challenges; and opportunities for dramatically cutting emissions, achieving state goals for zero-emission vehicles, and ensuring that the transportation sector contributes its fair share toward reaching a carbon-neutral economy by 2045. The report also assesses near- and longer-term strategies for cutting emissions from passenger and commercial vehicles and sets a course for deep decarbonization.

Energy is currently consumed in the project area for the construction of public and private projects, operation of automobiles and trucks, and operation of existing land uses. Automobile and truck fueling stations are located throughout the area. Tables 4-6 and 4-7 show the annual electricity and natural gas consumed, respectively, in Riverside County in 2018. These energy consumption totals equal 54.5 and 39.8 trillion Btu for electricity and natural gas consumption, respectively.

Table 4-6: Annual Electricity Consumption in Riverside County (2018)

Type of Consumer	Millions of kWh
Residential	7,961
Nonresidential	8,296
Total	**16,257**

Source: Energy Consumption by County (CEC 2020a).
CEC = California Energy Commission
kWh = kilowatt-hours

Table 4-7: Annual Natural Gas Consumption in Riverside County (2018)

Land Use	Millions of Therms
Residential	259
Nonresidential	139
Total	**398**

Source: Energy Consumption by County (CEC 2020a).
Btu =British thermal units
CEC = California Energy Commission
therm = a unit of heat that equals 100,000 Btu

Because California's energy conservation planning actions are conducted at a regional level, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2020 IEPR Update. Additionally, as described above, the project construction energy impacts would be minor, and energy requirements for new lighting and signals mandate the use of high-efficiency technologies. Thus, the project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and not result in any irreversible or irretrievable commitments of energy. Because the project would not have a significant impact on energy resources, it would

not conflict with or obstruct any State or local plan for renewable energy or energy efficiency.

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

Explanation of Checklist Answers

Because the project site is within the study area of the MCP Project, all conclusions regarding impacts to geology and soils are based on the *Preliminary Geotechnical Design Report* (Kleinfelder 2008), and all conclusions regarding impacts to paleontological resources are based on the *Paleontological Resources Identification and Evaluation Report* (PIR/PER) (LSA 2008) and the *Supplemental Paleontological Resources Identification and Evaluation Report* (LSA 2011) prepared for the MCP Project. As part of the MCP Project, a locality search was conducted, which included a review of area geology and any fossil resources recovered within similar sediment to those that will be encountered during the project. Additionally, a geologic review utilized recent geologic mapping summaries to verify the location, extent, and lithologic descriptions of

sedimentary formations within the proposed rights-of-way. A vehicular survey of the MCP Project study area was conducted during May 2005 and again in December 2006. The survey verified the results of the literature review and the analysis of the geologic mapping along the rights-of-way mapped for the MCP Project Build Alternatives. A foot survey was conducted between April and July 2005. Paleontological crew members walked parallel transects along all areas within the proposed MCP Project survey area that the records and literature search had determined might contain sediments that could contain paleontological resources or had undetermined sensitivity. On March 30, 2011, surveys were conducted at areas of the MCP Project's Build Alternatives that were added since the original PIR/PER (March 2008) was prepared.

4.7 a)(i) **No Impact.** The PVCCSP EIR and HLSP EIR determined that the Specific Plan areas are not located in an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to traverse the project site. Additionally, the City General Plan Safety Element states that no Alquist-Priolo zones are in Perris (City of Perris 2005a). Therefore, there would be no impact related to surface rupture at the site, and no mitigation is required.

4.7 a)(ii) **Less Than Significant Impact.** The entire Southern California region is seismically active due to the influence of several earthquake fault systems resulting from interaction between the Pacific and North American crustal plates. There are several major active fault zones capable of generating ground shaking during a seismic event that could impact project site. The closest major faults that could affect the project site are the San Jacinto fault zone (which includes the Casa Loma fault) and the Whittier/Elsinore fault zone. Other faults capable of generating ground shaking that could affect the project site include the San Andreas, Chino, and Cucamonga faults.

The project site, like much of Southern California, would be subject to ground shaking in the event of an earthquake; however, the proposed project does not propose the construction of any habitable structures. Therefore, the potential for seismic ground shaking would not represent a significant new hazard to people or structures. The proposed project would be designed and constructed to meet current applicable engineering standards related to compliance with pertinent seismic safety requirements; therefore, project impacts related to seismic ground shaking would not directly or indirectly impact people or structures. Impacts would be less than significant, and no mitigation is required.

4.7 a)(iii) **Less Than Significant Impact.** Soil liquefaction occurs when saturated, loose soils lose their strength due to excess water within the soils. The space between the soil particles is completely filled with water, which exerts pressure on the soil particles, influencing how tightly the soil particles are pressed together. Prior to an earthquake, the water pressure is relatively low. However, the shaking caused by an earthquake can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. When liquefaction occurs, the strength of the soil decreases, and the ability of the soil to support building and bridge foundations is reduced. Liquefied soils also exert pressure on retaining walls, which can cause them to tilt or slide.

The primary factors affecting the possibility of liquefaction in a soil deposit are the following: (1) intensity and duration of earthquake shaking; (2) soil type and relative density; (3) overburden pressures; and (4) depth to groundwater. Soils most susceptible to liquefaction are clean, loose, uniformly graded, fine-grained sands, and nonplastic silts that are saturated. Silty sands have also been proven susceptible to liquefaction.

The presence and depth of groundwater in an area will determine if the land is more or less subject to liquefaction (the state of becoming liquid) and instability. As described in the MCP Project *Preliminary Geotechnical Design Report* (March 2008), an area potentially prone to liquefaction due to shallow water and loose granular soils includes the Perris Valley area, which contains the project site. During geotechnical borings conducted for the MCP Project, groundwater was encountered at depths ranging from 21 to 48 ft below ground surface. Groundwater was encountered at depths ranging from 35 to 48 ft in portions of the Perris Valley adjacent to the Perris Drain. Additionally, according to the City General Plan Safety Element (City of Perris 2005a), Exhibit S-3: Liquefaction Hazards, the project site is within a high liquefaction zone.

While the project site has been identified as being within a high liquefaction zone, the proposed project will be designed to adhere to pertinent standard engineering practices and design criteria relative to seismic hazards related to liquefaction. Additionally, the proposed project would not expose people or habitable structures to seismic-related ground failure impacts; therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant, and no mitigation is required.

4.7 a)(iv) **No Impact**. Landslides are rock, earth, or debris flows on slopes due to gravity. They can occur on any terrain given the right conditions of soil, moisture, and angle of slope. Landform alterations may create erosional impacts to the existing terrain. The MCP Project *Preliminary Geotechnical Design Report* (March 2008) identified the primary areas where natural slope instability may occur. They were primarily identified within the Bernasconi Hills and did not include the project site. Additionally, the project site is not located in an area identified as susceptible to seismically induced landslides and rockfalls as shown on Exhibit S-4: Slope Instability, of the City's General Plan Safety Element (City of Perris 2005a). The project site is not located in an area where landslides or instability are known. As such, there is no impact related to landslides, and no mitigation is required.

4.7 b) **Less Than Significant Impact.** The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction. The project site is relatively flat. However, ground disturbance (including excavation, grading, and utility trenching during construction activities on exposed soils) could lead to erosion and topsoil loss during heavy rains.

The PVCCSP EIR (Section 4.7, Hydrology and Water Quality) cites the following related regulations applicable to the analysis of surface water quality during construction and operation of a Project: the CWA; State Water Resources Control Board (SWRCB) and associated NPDES permitting requirements; and Chapter 14.22, Stormwater/Urban Runoff Management and Discharge Control, of the City Municipal Code. To control erosion during construction of the proposed project, construction activities shall be conducted in compliance with the current statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities adopted by the SWRCB, as further discussed in the Hydrology and Water Quality section of this IS. 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 obtained by the City prior to issuance of a grading permit for the project site. Therefore, with compliance with General Plan

Measure VI.A.3, impacts related to erosion during construction would be less than significant.

Regarding erosion during long-term project operation, the project site would be landscaped or covered with impervious surfaces. The proposed project includes storm drain improvements to capture runoff. Compliance with existing state, regional, and local regulations and NPDES permit requirements would ensure that project impacts with respect to topsoil loss and soil erosion would be less than significant, and no mitigation is required.

4.7 c) **Less Than Significant Impact.** As discussed under Threshold 7a(iii) above, the project site is designated as being located in an area as high liquefaction susceptibility. As discussed under Threshold 7a(iv) above, the project site is not located in an area subject to on- or off-site landslides. As discussed under Threshold 7a(iv) above, the project site is not located in an area where landslides or instability are known.

Land subsidence is the gradual, local setting or shrinking of the earth's surface with little or no horizontal motion. Subsidence may also be caused by liquefaction, groundwater withdrawal, oil or gas withdrawal, and hydroconsolidation. During very large earthquakes, it is possible for subsidence or seismically induced settlement to occur in loose granular soils in flat or gently sloped portions of areas as the result of intense ground shaking. According to the City's General Plan Safety Element (City of Perris 2005a), ground subsidence and associated fissuring have occurred in a variety of places in Riverside County, due to falling and rising groundwater tables. Alluvial valley regions, such as the Perris Valley, are particularly susceptible to subsidence. Liquefaction and subsidence would be addressed during engineering design for the project, and all earthwork would be performed in accordance with the current and pertinent engineering; therefore, impacts associated with unstable geologic units or soil would be less than significant, and no mitigation is required.

4.7 d) **No Impact.** Expansive soils are fine-grained silts and clays that are subject to swelling and contracting. The PVCCSP IS determined that the five United States Department of Agriculture soil types identified in the Specific Plan area have low expansion potential. Additionally, the HLSP EIR determined that, based on soil tests for the specific plan area, the majority of on-site soils are very low to low in expansion potential. Therefore, no impacts would occur related to expansive soils, and no mitigation is required.

4.7 e) **No Impact.** The proposed project does not include the development of housing or other uses that would require either septic tanks or alternative wastewater systems. Therefore, no impacts would occur, and no mitigation is required.

4.7 f) **Less Than Significant Impact.** The *Supplemental Paleontological Resources Identification and Evaluation Report* (LSA 2011a) and the PIR/PER (LSA 2008) assigned all geologic units within the MCP study area Paleontological Sensitivity ratings that are consistent with those identified from the Riverside County General Plan, these being High A (sensitive at the surface), High B (sensitive at depth), or Low. The *Supplemental Paleontological Resources Identification and Evaluation Report* determined that the project site has high paleontological sensitivity at the surface.

Additionally based on the Paleontological Sensitivity Map (Exhibit CN-7) in the Conservation Element of the City's General Plan, the project site is located within Area

1 for paleontological sensitivity. Area 1 exhibits surface exposure of older Pleistocene valley deposits, which have high potential to contain significant fossil resources (City of Perris 2005a). Measure IV.A.4 of the City General Plan Conservation Element requires paleontological monitoring for project sites located in Paleontological Sensitive Area 1. As such, the proposed project would implement Project Design Feature PALEO-1.

The majority of project excavation is expected to extend no deeper than 6 ft below the current ground surface. Drilling for the signal poles may extend to a depth of 11 ft. However, drilling for installation of the signal poles involves minimal ground disturbance, and it is unlikely that ground-disturbing activities under the proposed project would uncover significant paleontological resources given the extensive ground disturbance on the project site. Any paleontological resources that may have existed at one time have likely been previously unearthed by past development activities. Due to the extensive disturbances caused by commercial, industrial, residential, and transportation development within the project site, there is a low potential for paleontological resources to be encountered during project construction. Therefore, impacts related to paleontological resources or unique geological features would be less than significant with the implementation of Project Design Feature PALEO-1, and no mitigation is required.

Project Design Features

PDF PALEO-1 **Paleontological Monitoring.** As required by Measure IV.A.4 of the City's General Plan Conservation Element, paleontological monitoring by a certified paleontologist shall be required once any excavation begins.

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

Background

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are the following:

- CO_2
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)

- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF_6)

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, like HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime").

The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e).

This section describes the proposed project's construction- and operational-related GHG emissions and contribution to global climate change.

4.8 a) **Less Than Significant Impact.** The project site currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The project would widen Placentia Avenue between Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The project also includes intersection improvements, installation of sidewalk and storm drain facilities, and modifications of the existing traffic signals at the intersection of Placentia Avenue and Indian Avenue and at the intersection of Placentia Avenue and Indian Avenue.

According to the *State CEQA Guidelines*, Section 15183.5, if a project is consistent with an adopted qualified GHG Reduction Strategy that meets the standards, it can be presumed that the project will not have significant GHG emission impacts.

Western Riverside Council of Governments. The 12 cities of the Western Riverside Council of Governments (WRCOG), which includes Perris, adopted a Subregional Climate Action Plan (CAP) in September 2014. The CAP provides a 2010 baseline inventory of GHG emissions for the subregion cities of 5,834,400 MT CO_2e. Approximately 57 percent of the GHG inventory was from transportation sources, 21 percent was from commercial/industrial energy use, 20 percent was from residential energy use, and the remaining was from wastewater and solid-waste sources. The CAP established a target of reducing subregional GHG emissions 15 percent below 2010 levels by 2020 and 49 percent below 2010 levels by 2035. To achieve the 2020 reduction target, the CAP identifies 14 State and regional measures, three local-

energy-sector measures, 18 local-transportation-sector measures, and two solid-waste-sector measures. The CAP does not identify GHG reduction measures for achieving goals beyond 2020 (WRCOG 2014). The CAP does not include thresholds for determining the significance of GHG emissions for new land development, nor does it include a checklist or other methodology for determining consistency of new development with the goals and measures in the CAP. Since adoption of the original Subregional CAP, WRCOG received grant funding from the Caltrans Sustainable Transportation Planning Grant Program to prepare an update and expansion to the Subregional CAP, which is termed the CAP Update. The CAP Update will include a comprehensive update to GHG inventories and GHG emissions reduction strategies for all sectors and will establish GHG targets for the year 2050 for WRCOG member jurisdictions.

City of Perris. In February 2016, the City adopted a CAP, based on WRCOG's Subregional CAP, that addresses global climate change through the reduction of GHG emissions at the community level to be compliant with Assembly Bill (AB) 32. The City's CAP utilizes WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and of applicable best management practices (BMPs) from other regions to assist in meeting the subregional reduction target goals. Through its CAP, the City, like other jurisdictional members of WRCOG, has adopted measures from the Subregional CAP and independently determined the level of implementation of each measure. As with the WRCOG Subregional CAP, the City's CAP does not include numerical thresholds for determining the significance of GHG emissions for new land development, nor does it include a checklist or other methodology for determining consistency of new development with the goals and measures in the CAP.

Construction Greenhouse Gas Emissions

During construction, GHGs would be emitted through the operation of construction equipment and from worker and supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of construction equipment.

Construction of the proposed project would require minor grading and utility work for the construction of the widened roadway. As such, construction GHG emissions would be minimal. The City does not have an adopted threshold of significance for construction-related GHG emissions; however, compliance with the California Airborne Toxic Control Measure (ATCM) limiting idling to 5 minutes would reduce construction GHG emissions by minimizing construction idling emissions. Therefore, construction emissions would be considered less than significant.

Operational Greenhouse Gas Emissions

Section 15064.4 of the *State CEQA Guidelines* states the following: "A lead agency should make a good-faith effort, based to the extent possible, on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project." In performing that analysis, the Lead Agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the Lead Agency then considers the extent to

which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the Lead Agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. Because the proposed project would become operational after 2020, the proposed project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard (LCFS), and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project does not conflict with those plans and regulations.

As previously discussed, neither the WRCOG Subregional CAP nor the City's CAP has GHG emission thresholds or is a qualified GHG reduction plan for the purposes of streamlining the analysis of GHG emissions under CEQA.

The proposed project would not directly generate GHG emissions. The proposed project would increase the capacity of Placentia Avenue, but only to provide for the increased vehicle use resulting from existing traffic demand and planned City growth. The proposed project is included in the City's General Plan and, by extension, the City's CAP. Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and the impact would be less than significant.

4.8 b) **No Impact.** The State 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 AB 32, was specifically enacted to address GHG emissions. Other legislation, such as the Title 24 and Title 20 energy standards, were originally adopted for other purposes such as energy and water conservation but also provide GHG reductions.

SB 32/2017 Scoping Plan Consistency

At the State level, Executive Order (EO) S-3-05 and EO B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. The goal of EO S-3-05, to reduce GHG emissions to 1990 levels by 2020, was codified by the State legislature in AB 32. As the proposed project would not result in any direct GHG emissions, it is consistent with AB 32. Therefore, the proposed project does not conflict with this component of EO S-3-05. The EOs also establish goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. As previously stated, the 2017 Scoping Plan Update reflects the 2030 reduction target, set by EO B-30-15 and codified by SB 32. However, studies have shown that, in order to meet the 2030 and 2050 targets, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail"

(CARB 2017). In the First Scoping Plan Update, however, CARB generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately" (CARB 2014).

The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels, set by EO B-30-15 and codified by SB 32. As the proposed project would not result in any direct GHG emissions, the proposed project will not conflict with any of the provisions of the Scoping Plan.

City of Perris Climate Action Plan Consistency

The proposed project is consistent with State and regional strategies, listed in the CAP. Overall, the proposed project overall would not conflict with the City CAP. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the GHG emissions. There would be no impact. No mitigation measures are necessary.

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

4.9 HAZARDS/HAZARDOUS MATERIALS	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the Project:				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

The information in this section is based on the Phase I and Phase II Environmental Site Assessments (ESAs) prepared for the I-215/Placentia Avenue Interchange Project and the MCP Project.

The following ESA's were utilized in the preparation of this section:

- *Phase I ESA 11 Assessor's Parcel Numbers* (APNs)*, I-215 and Placentia Avenue Interchange Project Perris, California 92571* (Ninyo & Moore 2018)
- *Phase I ESA Riverside County APN 305-080-092 Southeast Corner of Barrett Avenue and West Placentia Avenue Perris, California 92571* (Ninyo & Moore 2019a)
- *Phase I ESA Report Mid County Parkway Package 8 2770 North Perris Boulevard Perris, California* (Converse Consultants 2018)
- *Phase II ESA Report Mid County Parkway Project—Package 8 Coronado Stone 2770 North Perris Boulevard Perris, Riverside County, California* (Converse Consultants 2019).
- *Phase I ESA Portion of Riverside County APN 305-040-017 Northeast Corner of Indian Avenue and West Placentia Avenue* (Ninyo & Moore 2019b)

Explanation of Checklist Answers

4.9 a) **Less Than Significant Impact.** The operation of the proposed project would not increase the transport, use, or disposal of hazardous materials. Project-related construction activities would be short-term and would involve limited transport, storage, use, and disposal of hazardous materials associated with construction. Heavy equipment would operate on the project site during construction. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored or handled. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. However, all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (DTSC), the EPA, and the Occupational Safety and Health Administration (OSHA). Adherence by the construction contractor to these agencies' regulations would reduce hazards associated with the routine transport, use, and/or disposal of hazardous materials from construction to a less-than-significant level; therefore, impacts are considered less than significant, and no mitigation is required.

4.9 b) **Less Than Significant Impact.** The potential for releasing hazardous materials into the environment would be limited to vehicles on the roadway. This potential exists currently on Placentia Avenue and would not be substantially greater with the proposed project. Vehicles and trucks may transport hazardous substances that could spill and impact the roadway, adjacent properties, or resources. However, transport of hazardous materials is subject to strict regulations established by the California Department of Toxic Substances Control. Local police and fire departments are trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads. The proposed project would reduce traffic along Placentia Avenue, which would reduce the potential for congestion-related accidents that may result in a spill. Therefore, project impacts associated with hazards from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be similar to existing conditions and are considered less than significant. No mitigation is required.

Phase I ESA 11 APNs, I-215 and Placentia Avenue Interchange Project Perris, California 92571 (Ninyo & Moore 2018); *Phase I ESA Report Mid County Parkway Package 8 2770 North Perris Boulevard Perris, California* (Converse Consultants 2018); and *Phase I ESA Portion of Riverside County APN 305-040-017 Northeast Corner of Indian Avenue and West Placentia Avenue* (Ninyo & Moore 2019b) did not reveal evidence of recognized environmental conditions in connection to the evaluated sites. Onsite industrial operations from as early as 1973 were noted to be a potential environmental concern for the Coronado Stone property. Phase II ESA Report Mid County Parkway Project—Package 8 Coronado Stone 2770 North Perris Boulevard Perris, Riverside County, California (Converse Consultants 2019) concluded that all reported concentrations of metals, total petroleum hydrocarbons (TPH), and VOCs reported in the soil and soil vapor samples analyzed are less than the screening levels for residential land use.

Phase I ESA Riverside County APN 305-080-092 Southeast Corner of Barrett Avenue and West Placentia Avenue Perris, California 92571 (Ninyo & Moore 2019a) determined that in general, the site housekeeping of possible hazardous substances has the potential for a future release to the site soil. Drums containing suspected hazardous substances were not labeled or placed within secondary containment. The potential for release of suspected hazardous substances to the site soil in areas where hazardous materials are stored is considered a Recognized Environmental Condition (REC) for the site. However, in accordance with the recommendations of this Phase I ESA, additional measures would be taken such as shallow subsurface soil evaluation, housekeeping methods, and the removal of hazardous substances from the site to ensure that impacts would be less than significant. Therefore, hazardous materials on this property would not pose a hazard to the public or the environment.

Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the proposed project. No mitigation in required.

4.9 c) **No Impact.** There are no schools located within 0.25 mi of the project site. Val Verde High School, located at 972 Morgan Street in Perris is identified in the PVCCSP EIR and the HLSP EIR as a school of concern for potential hazardous-materials emissions. Val Verde High School is located 1.25 mi northwest of the project site, and the closest school is Triple Crown Elementary School, located approximately 0.7 mi southeast of the project site at 530 Orange Ave in Perris. Additionally, the proposed project involves

widening an existing roadway and does not include the development of any uses that would involve the use, storage, or transport of hazardous materials and would not result in hazardous emissions or require the handling of acutely hazardous materials. As such, the proposed project would not emit hazardous emissions or handle hazardous materials within 0.25 mi of an existing or proposed school. No mitigation is required.

4.9 d) **No Impact.** Based on the records searches conducted in support of the above mentioned Phase I and Phase II site assessments, it was determined that properties adjacent to the project site are not included on a list of hazardous-materials sites listed pursuant to Government Code Section 65962.5. Therefore, no impact would result and no mitigation is required.

4.9 e) **No Impact.** The Perris Valley Airport is located approximately 3.5 mi south of the project site, and March Air Reserve Base/Inland Port Airport is located approximately 2.5 mi northwest of the project site. The project site is not located within the Perris Valley Airport Compatibility map area but is located within the C2 Flight Corridor Zone area of the March Air Reserve Base Influence Area (RCALUC 2014). However, the proposed project consists of a roadway widening and the installation of utility and intersection improvements and does not include the development of any prohibited uses or uses subject to restriction (e.g., highly noise-sensitive outdoor nonresidential uses, hazards to flight, children's schools, or objects >70 ft tall). As such, the proposed project would not result in a safety hazard or excessive noise (refer to the Noise section of this IS for the noise analysis) for people residing or working in the vicinity of the project site. No impact would occur, and no mitigation is required.

4.9 f) **Less Than Significant Impact.** According to the City's General Plan Safety Element, the City adopted a Multi-Hazard Functional Plan in 1995. Riverside County prepared a Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside 2018). This plan includes Perris and replaced the City's 1995 Multi-Hazard Functional Plan. The proposed project would result in the completion of a segment of the City's General Plan Circulation Element and as such would not result in the impairment of an adopted emergency response plan during operation of the proposed project.

Placentia Avenue is designated and functions as a Primary Arterial within Perris's transportation network and would likely serve this function during an emergency response or evacuation. Construction activities may temporarily restrict local vehicular traffic, which could affect emergency response or evacuation. These impacts would be addressed through Project Design Feature TRA-1 (Refer to the Transportation section in this IS), which requires a Traffic Control Plan (TCP) including notification to emergency-service providers prior to project construction regarding any temporary limitations to emergency access. Additionally, these impacts would be short term and would cease upon completion of construction of the proposed project. Therefore, potential impacts to emergency response and evacuation plans would be less than significant. No mitigation is required.

4.9 g) **No Impact.** As identified in the PVCCSP IS and the HLSP IS, the Specific Plan areas, including the project site, are not adjacent to any wildlands or undeveloped hillsides where wildland fires would be expected to occur, and Exhibit S-16, Wildfire Constraint Areas, of the City's General Plan Safety Element does not designate the project site as being at risk from wildfires (City of Perris 2005a). Therefore, the project site would not be susceptible to wildfires, and there would be no impact. No mitigation is required.

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

The discussion of existing hydrology and water quality on and in the vicinity of the project site and the analysis of potential effects of the proposed project on those resources provided in this section are based on the *Water Quality Assessment Report* (WQAR) and Hydraulic Study prepared for the MCP Project:

- WQAR (LSA 2011b)
- *Final Location Hydraulic Study, Perris Valley Storm Drain Bridge* (CH2M Hill 2007)

Explanation of Checklist Answers

4.10 a) **Less Than Significant Impact.** Construction and operation of the proposed project would generate pollutants that may impact storm water quality. The Santa Ana RWQCB sets water quality standards for all ground and surface waters within the proposed project's region. Water quality standards are defined under the CWA to include both the beneficial uses of specific water bodies and the levels of water quality

that must be met and maintained to protect those uses (water quality objectives). The project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCCSP and the HLSP area discharges into the Perris Valley Channel, which in turn connects to Reach 3 of the San Jacinto River. Reach 3 becomes Reach 2 and then Reach 1 of the San Jacinto River and eventually discharges into Lake Elsinore. Overflows from Lake Elsinore go into Temescal Creek and ultimately to the Santa Ana River. Under Section 303(d) of the CWA, Reach 2 of the San Jacinto River (or Canyon Lake) is considered an impaired water body for nutrients and pathogens; Lake Elsinore is also an impaired water body for polychlorinated biphenyls (PCBs) and toxicity.

Construction-related activities have the potential to result in impacts to water quality due to grading activities that would potentially cause erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and lead to the impairment of downstream water sources.

Because the development of the proposed project would involve the disturbance of more than 1 ac, the City would be required to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES No. CAS000002, Water Quality Order No. 2009-009-DWQ,[5] or the latest approved Construction General Permit) and implement an SWPPP to reduce pollutants in the storm water to the maximum extent practicable during construction. The SWPPP must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and non-storm-water control BMPs that reduce the potential for construction-related storm water pollutants. These measures may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders. The construction contractor would be required to install, implement, and maintain these BMPs throughout the duration of on-site construction activities. All BMPs for the proposed project would be incorporated into a Final WQMP and incorporated into the design plans, which would be approved by the City during final design. A Construction Site Monitoring Program that identifies storm water monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log on site and allow the log to be reviewed by the City and representatives of the RWQCB. Thus, compliance with the NPDES Construction General Permit and implementation of the required SWPPP would avoid the violation of water quality standards or waste discharge requirements, as well as avoid the degradation of water quality during construction. Impacts would be less than significant, and no mitigation is required.

[5] National Pollutant Discharge Elimination System (NPDES) permit No. CAS000002, Water Quality Order 2009-0009-DWQ, and State Water Resources Control Board (SWRCB) NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

The proposed project would result in an increase in the impervious surface area on the project site because the widening of Placentia Avenue would result in a greater impervious surface area compared to existing conditions. Although the rate and quantity of runoff would change due to the increase in the amount of impervious surface area, the proposed project would have a low potential to impact surface water quality because the proposed project would implement BMPs and include the construction of drainage and storm water runoff treatment, a parkway drain, and curbs and gutters, which will capture and reduce storm water runoff and pollutants in the storm water runoff. Compliance with applicable County Flood Control and NPDES requirements would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant. No mitigation is required.

4.10 b) **No Impact.** The proposed project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge because, as an improvement to an existing roadway, the construction and operation of the proposed project would not utilize groundwater, and the project site does not act as a ground recharge basin. The project site is mostly built out and does not provide for groundwater recharge, except for the landscaped areas and vacant parcels adjacent to this segment of Placentia Avenue.

Additionally, the proposed project would not involve the direct withdrawal of groundwater. As such, the proposed project would not substantially decrease groundwater supplies or substantially interfere with groundwater recharge such that the proposed project may impede sustainable groundwater management. No impact would occur, and no mitigation is required.

4.10 c)(i) **Less Than Significant Impact.** The proposed project would not include any design components that would substantially alter site topography or alter existing drainage patterns in the project vicinity. The project site is relatively flat, and no rivers or streams exist in the vicinity of the project site. The proposed drainage improvements on the project site would improve the conveyance and treatment of storm water flows within the existing drainage pattern and storm drain system. The proposed project includes the construction of a parkway drain, and curbs and gutters along the south side of Placentia Avenue and along the portion of Barrett Avenue south of Placentia Avenue. A bioretention swale will be constructed by RCTC as part of the I-215/Placentia Avenue Interchange project which would remove pollutants in the storm water. After implementation of the proposed project, the drainage patterns in the vicinity of the proposed project would remain similar to existing conditions. Although the proposed project would involve improvements of the drainage pattern and system on the project site, these improvements would not alter the existing drainage pattern in a manner that would result in substantial erosion or siltation or flooding on site or off site. Therefore, the proposed project would have less-than-significant impacts related to the alteration of drainage patterns. No mitigation is required.

4.10 c)(ii) **Less Than Significant Impact.** The proposed project consists of roadway widening and would not substantially alter the existing on-site drainage patterns or the course of any stream or river. Similar to existing conditions, and following completion of project construction, the project site would consist primarily of impervious surfaces. The anticipated changes to the rate or amount of surface runoff resulting from the project would be captured in the existing and proposed storm water conveyance facilities,

which would be modified as needed to accommodate the proposed improvements, and would not result in on- or off-site flooding. Therefore, a less-than-significant impact would occur, and no mitigation is required.

4.10 c)(iii) **Less Than Significant Impact.** The proposed project would not substantially alter the amount of runoff from the project site. The anticipated changes to the rate or amount of surface runoff resulting from the proposed project would be captured in existing and proposed storm water conveyance facilities and would not exceed the capacity of existing or proposed storm water drainage systems. A project SWPPP would be required to address sediment control during project-related construction activities. Also, and as stated above under Threshold 10a, incorporation of feasible project-related BMPs would reduce impacts to less than significant, and no mitigation is required.

4.10 c)(iv) **No Impact.** According to the FEMA Flood Insurance Rate Map (FIRM) No. 06065C1430H, the project site is not located within a 100-year flood hazard area (FEMA 2014). Accordingly, the proposed project would have no potential to impede or redirect flood flows within a 100-year floodplain. No impact would occur, and no mitigation is required.

4.10 d) **No Impact.** The Pacific Ocean is located more than 40 mi southwest of the project site; consequently, there is no potential for the project site to be inundated by a tsunami. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. The nearest large body of surface water is approximately 2.8 mi northeast of the project site (Lake Perris). As shown on Exhibit S-15, Dam Inundation Map, of the City's General Plan Safety Element, although most of the project site is not identified in the dam inundation area, the eastern portion of the project site between Barrett Avenue and North Perris Boulevard is within the identified dam inundation area for Lake Perris (City of Perris 2005a). Therefore, the proposed project improvements would potentially be exposed to inundation in the event of a dam failure. Although some physical improvements would occur within a dam inundation zone, the proposed project does not result in any greater risk than currently exists within the roadway. The project site also is located outside the 100-year floodplain. Accordingly, implementation of the proposed project would not risk release of pollutants due to project inundation. No impact would occur.

4.10 e) **Less Than Significant Impact.** The project site is located within the Santa Ana River Basin, and project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and Final WQMP and by installing and maintaining BMPs. Implementation of the proposed project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan, and impacts would be less than significant.

Under the Sustainable Groundwater Management Act (SGMA) passed in 2014 (California Water Code Section 10729[d]), each high- and medium-priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The San Jacinto Groundwater Basin underlies the Perris Valley and is a high-priority basin (DWR 2019).The Eastern Municipal Water District (EMWD) Board of Directors is the GSA for the San Jacinto Groundwater Basin and is responsible for development and

implementation of a GSP (EMWD 2019). EMWD is in the process of developing the GSP for the San Jacinto Groundwater Basin. However, as discussed under Threshold 10b, the proposed project would not require the withdrawal of groundwater supplies or interfere substantially with groundwater recharge. Furthermore, EMWD anticipates that it will have enough supplies to meet demands under all water year conditions from 2020 through 2040 (EMWD 2016). Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant, and no mitigation is required.

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

The project site is located in Perris. As shown on Exhibit LU-1 of the City General Plan Land Use Element, the majority of the project site is located in Planning Area 4. Planning Area 4 is designated as Freeway Business Park. The proximity of this planning area to I-215 makes it a candidate for uses that are dependent upon freeway access and visibility. The portion of the project site east of Perris Boulevard is located in Planning Area 5. Planning Area 5 is designated as Central Core. This area includes residential development and the primary retail/commercial centers in Perris.

The City's General Plan Circulation Element designates Placentia Avenue as a Primary Arterial. The Circulation Element identifies the segment of Placentia Avenue from Indian Avenue to Perris Boulevard as a future six-lane Arterial in 2030. The City General Plan Land Use Map designates the land immediately adjacent to Placentia Avenue on the project site as PVCCSP, BP, HLSP, LI, R-6,000, and CC.

Explanation of Checklist Answers

4.11 a) **No Impact.** The proposed project involves the widening of Placentia Avenue, an existing roadway. The portion of Placentia Avenue on the project site separates the PVCCSP area and the HLSP area. The proposed project does not include improvements that would physically divide communities in the vicinity of the project site. Most of the required right-of-way for the proposed project is already in the process of being acquired as part of the MCP Project and the I-215/Placentia Avenue Interchange Project; therefore, those parcels would not be acquired as part of the proposed project. The proposed project would result in the acquisition of APN 305-040-017 on the northeast corner of Indian Avenue and Placentia Avenue, APN 305-080-092 on the southeast corner of Placentia Avenue and Barrett Avenue, APN 305-070-003 south of Placentia Avenue between Indian Avenue and Barrette Avenue, and the acquisition and displacement of existing structures on APN 305-080-088 on the southwest corner of Placentia Avenue and Perris Boulevard**.** The acquisitions of these

parcels and displacement of existing structures represent a change from the existing condition. However, the scale, appearance, and function of the remaining businesses and institutions along this portion of Placentia Avenue would remain consistent with existing conditions. Therefore, the removal of these buildings would not result in the division of an established community, and the proposed project would not result in the division of an established community. As such, there would be no impact. No mitigation is required.

4.11 b) **No Impact**. The Circulation Element of the City General Plan identifies Placentia Avenue as a Primary Arterial and the segment of Placentia Ave from Indian Avenue to Perris Boulevard as a future six-lane Arterial in 2030. The proposed project involves the widening of Placentia Avenue to complete this segment of the City's General Plan Circulation Element. As such, the proposed project is consistent with Placentia Avenue's designation in the Circulation Element.

The proposed project is consistent with the goals and policies of the Circulation Element of the City General Plan, including Policy I.A., which requires the design and development of the transportation system in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway Network of the Circulation Element, and Policy II.A., which requires the maintenance of the target levels of service (LOS) as described in the Circulation Element (Refer to the Transportation section of this IS).

As previously discussed in Section 2, Project Description, the existing General Plan land use designation and zoning for the project site designates the land immediately adjacent to Placentia Avenue on the project site as PVCCSP, BP, HLSP, LI, R-6,000, and CC. The proposed project involves the widening of an existing road and would not result in changes to these land use designations.

For the reasons stated above, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There would be no impact, and no mitigation would be required.

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

Explanation of Checklist Answers

4.12 a–b) **No Impact.** Figure OS-6 of the Riverside County General Plan and the DOC's Mineral Land Classification for the area show that the project site is located within Mineral

Resource Zone 1 (MRZ-1) and Mineral Resource Zone 3 (MRZ-3). MRZ-1 indicates areas with no significant mineral deposits, and MRZ-3 indicates areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data (County of Riverside 2015; DOC 2008). In addition, the DOC does not show oil, gas, or geothermal fields underlying the site, and no oil or gas wells are recorded on or near the site in California Geologic Energy Management Division (CalGEM) Well Finder (DOC 2019). No sites within the Perris city limits have been designated as locally important mineral resource recovery sites in the City General Plan or the Riverside County General Plan according to the City General Plan 2030 EIR (Perris 2005b). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. Therefore, there are no impacts related to mineral resources, and no mitigation is required.

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

This section is based on the *Final Noise Study Report* (LSA 2012b) prepared for the MCP Project.

Explanation of Checklist Answers

4.13 a) **Less Than Significant Impact.** Construction noise represents a short-term increase of the ambient noise levels. Construction-related noise impacts are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the project site when certain activities occur at the project site boundary. The City Municipal Code, Section 7.34.060, identifies that it "is unlawful for any person between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city." A significant construction noise impact would result for any construction activity that is not in compliance with these requirements.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on Placentia Avenue. Table 4-8, Typical Construction Equipment Noise Levels, illustrates typical noise levels associated with construction equipment that would likely be used during project development. As shown in Table 4-8, there would be a relatively high single-event noise exposure potential at a maximum level of 55 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) with pickup trucks passing at 50 ft. However, the projected construction traffic would be minimal due to existing vehicles on Placentia Avenue. Therefore, noise impacts from short-term construction-related worker commutes and equipment transport would be less than significant.

Table 4-8: Typical Construction Equipment Noise Levels

Equipment Description	Spec 721.560[1] L_{max} at 50 ft (dBA)	Actual Measured[2] L_{max} at 50 ft (dBA)
Backhoes	80	78
Compactors (ground)	80	83
Cranes	85	81
Dozers	85	82
Dump Trucks	84	76
Excavators	85	81
Flat Bed Trucks	84	74
Front-End Loaders	80	79
Graders	85	N/A[3]
Jackhammers	85	89
Pickup Trucks	55	75
Pneumatic Tools	85	85
Pumps	77	81
Rock Drills	85	81
Rollers	85	80
Scrapers	85	84
Tractors	84	N/A
Vibratory Pile Drivers	95	101

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
[2] The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.
[3] Because the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec 721.560 was used.
CA/T = Central Artery/Tunnel
dBA = A-weighted decibels
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level
N/A = not applicable
Spec = Specification

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on site. Construction performed in various sequential phases would change the character of the noise generated on site.

Therefore, the noise levels vary as construction progresses. Table 4-8 lists the maximum noise levels recommended for noise impact assessments for typical construction equipment based on a distance of 50 ft between the equipment and a noise receptor. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is the earthmoving equipment.

Construction of the proposed project is expected to require the use of front-end loaders, on-site graders, excavators, rollers, and tractors. Based on the information in Table 4-8, the maximum noise level generated by each front-end loader is assumed to be 80 dBA L_{max} at 50 ft from the front-end loader. Each grader, excavator, and roller would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by tractors is approximately 84 dBA L_{max} at 50 ft from these vehicles. Noise produced by construction equipment would be reduced over distance at a rate of about 6.0 decibels (dB) per doubling of distance.

Although the project site does not contain sensitive uses, sensitive uses closest to the project site include residential uses on the northeast corner of Perris Boulevard and Placentia Avenue. These sensitive uses may be exposed to elevated noise levels during project construction. However, as the project involves the widening of a roadway, construction noise would not be concentrated in one location for extended periods of time. Construction equipment would move in a linear fashion along the project site.

Construction activities for the proposed project would comply with Section 7.34.060, of the City's Municipal Code, which prohibits the generation of construction noise exceeding 80 dBA in residential zones, limits the hours of construction between the hours of 7:00 a.m. and 7:00 p.m., and prohibits noise-generating construction on holidays and on Sundays. Additionally, the project construction would require construction equipment to be equipped with properly operating and maintained mufflers and other State-required noise attenuation devices to further minimize impacts. Compliance with the City's Municipal Code and State requirements would ensure that impacts are less than significant. Therefore, impacts from project construction noise levels are considered to be less than significant. No mitigation is required.

Potential long-term noise impacts associated with project operations are solely from traffic noise. Upon project completion, noise on and in the vicinity of the project site would not significantly increase. The proposed project involves the widening of Placentia Avenue from Indian Avenue to Perris Boulevard. The proposed project does not include any stationary noise sources and would not generate any stationary noise impacts. Additionally, the residential units on the northeast corner of Perris Boulevard and Placentia Avenue were built after 2004. Therefore the CEQA documents for those developments assumed the buildout of Placentia Avenue in their analysis. As such, operational noise impacts are considered less than significant. No mitigation is required.

4.13 b) **Less Than Significant Impact.** The City has not identified or adopted specific vibration level standards. However, as identified in the PVCCSP EIR, the United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. According to the FTA, buildings can be exposed to ground-borne vibration levels of

0.5 peak particle velocity (PPV) without experiencing structural damage. Additionally, the FTA has determined that humans can experience vibration levels up to 80 vibration velocity decibels (Vdb) (RMS [root-mean-square]) before being adversely affected by vibration. Operational and construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures, and soil type.

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on the soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 ft. This distance can vary substantially depending on the soil composition and underground geological layer between the vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The typical vibration produced by construction equipment is illustrated in Table 4-9, Vibration Source Levels for Construction Equipment.

Table 4-9: Vibration Source Levels for Construction Equipment

Equipment Description		PPV at 25 ft, in/sec	Approximate Lv[1] at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.17	93
Vibratory roller		0.21	94
Hoe ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded truck		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: *Transit Noise and Vibration Impact Assessment Handbook* (FTA 2018).
[1] RMS velocity in decibels; VdB is 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
RMS = root-mean-square
VdB = vibration velocity in decibels

The nearest structures to the project site include residential structures on the northeast corner of Placentia Avenue and Perris Boulevard. Ground-borne vibration decreases rapidly with distance. With regard to the proposed project, groundborne vibration would be generated primarily during grading activities on site and by off-site truck travel. The nearest existing residential uses are located over 50 ft from the project site. As presented in Table 4-9, vibration levels associated with vibratory rollers would not exceed the 0.2 inch-per-second PPV significance threshold for vibration. Additionally, construction at the project site would be restricted to daytime hours consistent with City Municipal Code requirements, thereby eliminating potential vibration impacts during the sensitive nighttime hours. Therefore, vibration impacts would be less than significant. No mitigation is required.

4.13 c) **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 Perris Valley Airport, located approximately 3.5 mi south of the project site. The March Air Reserve Base/Inland Port Airport is located approximately 2.5 mi northwest of the project site. As discussed under Threshold 9e, the project site is located within the Compatibility Zone C2, which is considered a moderate noise zone. However, the proposed project is a transportation project and would not involve the introduction of residential or employment uses in the vicinity of the project site. Therefore, the proposed project would not result in impacts related to aviation-related excessive noise levels for people residing or working in the vicinity of the project site. There would be no impact. No mitigation is required.

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

Explanation of Checklist Answers

4.14 a) **No Impact.** According to the SCAG Local Profiles Report for Perris, the city's population (2018) was estimated to be 77,837 persons, and there were estimated to be 19,206 households in Perris (SCAG 2019). The SCAG 2016 RTP/SCS growth projections estimate that the City's population will increase to 116,700 residents and that the number of households will increase to 32,700 by the year 2040 (SCAG 2016b).

The proposed project would not include the construction of homes or businesses, nor would it extend roads into previously undeveloped areas or areas that are limited in potential for growth due to lack of transportation infrastructure. The proposed project would widen an existing roadway consistent with the City's General Plan Circulation Element. The proposed project would improve the movement of traffic, increase mobility, and accommodate existing and future traffic conditions in the vicinity of the project site. The proposed project is not a trip-generating land use thereby inducing substantial unplanned population growth into the area. No direct or indirect growth would occur as a result of the proposed project, and no mitigation is required.

4.14 b) **No Impact.** No existing housing would be acquired for the proposed project. Therefore, the proposed project would not displace housing, and no replacement housing would be required. No impacts related to housing displacement would occur as a result of the proposed project. No mitigation is required.

4.15 PUBLIC SERVICES	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Explanation of Checklist Answers

4.15 a) **Less Than Significant Impact.** Fire protection services in 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 closest fire station is Fire Station 2 (which is RCFD Station 90) located at 333 Placentia Avenue, approximately 0.4 mi east of the project site. Fire Station 1 (which is also RCFD Station 1) is located at 210 West San Jacinto Avenue, approximately 2.5 mi south of the project site, and RCFD Station 101 is located at 105 South F Street, approximately 2.6 mi southeast of the project site.

The proposed project involves the widening of an existing roadway that does not include residential or commercial components that would increase the population in the area, resulting in the need to provide additional fire protection services, equipment,

or facilities. Placentia Avenue and intersections on the project site are used by the RCFD to access land uses in this part of Perris. No long-term road closures are anticipated on the project site during construction of the road improvements. When traffic is slowed by lane closures, nearby alternative routes are available in the project vicinity. As part of Project Design Feature TRA-1 (refer to the Transportation section in this IS), a TCP is required to notify emergency service providers prior to project construction regarding any temporary limitations to emergency access. With implementation of Project Design Feature TRA-1, impacts related to fire protection service would be less than significant during construction.

The proposed project is anticipated to improve traffic operations on Placentia Avenue once the improvements are operational. Therefore, the completed project should have a beneficial impact on emergency-service response times in the vicinity of the project site. The proposed project would not generate demand for fire protection, and no additional or expanded facilities would be needed. Therefore, permanent impacts to emergency services related to fire protection would be less than significant. No mitigation is required.

4.15 b) **Less Than Significant Impact.** The City contracts with the Riverside County Sheriff Department (RCSD) for the provision of municipal police services in Perris. The Perris Station is located at 137 North Perris Boulevard, approximately 2.4 mi southeast of the project site. In addition to serving Perris, this station serves the cities of Canyon Lake and Menifee and the unincorporated communities of Gavilan Hills, Glen Valley, Homeland, Juniper Flats, Lake Mathews, Lakeview, Nuevo, Mead Valley, Romoland, Winchester, and Woodcrest (RCSD 2016). The proposed project involves the widening of an existing roadway that does not include residential or commercial components that would increase the population in the area, resulting in the need to provide additional police protection services, equipment, or facilities. The proposed project would enhance the operation of Placentia Avenue through the project-related widening. As a result, the delivery of public services including police protection services would improve, resulting in a beneficial impact to these services and the community. Short-term congestion related to the construction phase would be minimized with the implementation of a TCP, described below in Checklist Response 17a. The TCP would include, but not be limited to, the use of portable, changeable message signs, signs notifying emergency responders of upcoming construction, and a public-awareness campaign related to the scheduling of the proposed project. No construction of new or expanded police services or facilities would be required. Impacts would be less than significant, and no mitigation is required.

4.15 c) **No Impact.** The Project is located within the boundaries of the Val Verde Unified School District (VVUSD 2018). The closest school to the proposed project is the Triple Crown Elementary School, located approximately 0.7 mi southwest of the project site. Access to this school would not be impeded as a result of the proposed project, and the proposed project does not include residential or commercial components that would increase the population in the area, resulting in the need to provide additional school services or facilities. As such, the proposed project would have no impacts related to school facilities or services. No mitigation is required.

4.15 d) **No 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. A discussion of potential impacts to parks and recreational facilities is provided in the

Recreation section in this IS. The proposed project would not generate an increase in population and therefore would not result in the need for expanded park facilities. Therefore, the proposed project would not have an impact on park service ratios or facilities. No mitigation is required.

4.15 e) **No Impact.** The Riverside County Library System (RCLS) provides library services in Perris through the Perris Branch Library, located at 163 East San Jacinto Avenue, approximately 2.5 mi south of the project site. The proposed project would not generate an increase in population and therefore would not result in the need for new or expanded library facilities. Additionally, the proposed project would not impact other public facilities, including bus routes, or result in the demand for additional public facilities. Therefore, no impacts to other public facilities would occur, and no mitigation is required.

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

Explanation of Checklist Answers

4.16 a–b) **No Impact.** The nearest park/recreational facility to the project site is Paragon Park, located approximately 0.25 mi east of the project site. Other parks located in the vicinity of the project site include Morgan Park, located 1.25 mi northeast of the project site; Basin Park, located 1.30 mi northeast of the project site; and Copper Creek Park, located 1 mi southeast of the project site. There are no existing or planned parks located in or adjacent to the project site. The proposed project would not generate an increase in population or induce growth that would generate new park users or increase the use of existing neighborhood and regional parks or recreational facilities. Therefore, the proposed project would not result in the substantial deterioration of park or recreation facilities in the project vicinity. Additionally, the proposed project does not include the construction or expansion of recreational facilities. Therefore, the proposed project would have no impacts related to recreational facilities. No mitigation is required.

4.17 TRANSPORTATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

The proposed project is planned for in the City's General Plan Circulation element and was analyzed in the City's General Plan EIR. Therefore, the information on this section is based on the City's 2030 General Plan EIR, which relies on a traffic and transportation report prepared by VRPA Technologies in July 2003.

Explanation of Checklist Answers

The City sets the minimum level of service (LOS) at LOS D along all City-maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E at intersections of any Arterials and Expressways with SR-74 or with the Ramona-Cajalco Expressway, or at I-215 freeway ramps.

The segment of Placentia Avenue that would be widened as part of the proposed project will provide key access to the I-215/Placentia Avenue interchange when it is completed for travelers in the project vicinity. The project site is situated within developing areas of Perris west of the approved Placentia Avenue interchange. This portion of Placentia Avenue is surrounded by industrial, commercial, vacant, and residential uses.

4.17 a) **Less Than Significant Impact.** The proposed project would provide four additional travel lanes along Placentia Avenue within the project limits (two additional westbound lanes and two additional eastbound lanes) to improve traffic, increase mobility, and accommodate future traffic conditions in the area. Table 4-10 depicts the average daily traffic (ADT) volumes along the project corridor during the Existing Year (2003) and the Future Year (2030). Vehicle trips for the future year were estimated considering the following: (1) projected land use as shown in the Land Use Plan of the Land Use Element of the project General Plan; (2) the planned transportation network; and (3) household behavior. Table 4-10 shows the corresponding LOS for the Existing Year (2003) and the Future Year (2030), with the designation remaining at LOS A in the Existing Year (2003) and Future Year (2030), with LOS A representing no delays (traffic flows freely).

As shown in Table 4-10, Placentia Avenue is operating at LOS A in the Existing Year (2003) within the project limits and in the vicinity of the proposed project. Placentia Avenue would experience an increase in ADT within the project area from the Existing Year (2003) to the Future Year (2030) due to general growth in the area. Although additional trips would occur along Placentia Avenue after project implementation due to general growth in the area associated with the projected increased development and the buildout of the planned transportation network, the proposed project would generally relieve forecasted traffic congestion in the project area along Placentia Avenue. It is anticipated that LOS will remain at LOS A in the Future Year (2030). Therefore, the proposed project would achieve and maintain LOS D or better on Placentia Avenue consistent with the General Plan.

Table 4-10: Project Area Traffic Operations

Placentia Avenue Roadway Segment	Total ADT	LOS
Existing Condition (2003)		
Indian Avenue–Perris Boulevard	1,076	A
East of Perris Boulevard	2,700	A
Future Segment Average Daily Traffic (2030)		
East Frontage Road–Indian Avenue	32,300	A
Indian Avenue–Perris Boulevard	31,500	A
Perris Boulevard–Redlands Avenue	6,600	A

Source: General Plan 2030 EIR (City of Perris. 2005b).
ADT = average daily traffic
EIR = Environmental Impact Report
LOS = level of service

The Riverside Transit Authority (RTA), a public-transit agency serving the unincorporated Riverside County region, provides public transportation in Perris. Although there are no bus routes on this segment of Placentia Avenue, Line 19 runs along Perris Boulevard, and two bus stops are located approximately 200 ft and 400 ft south of the intersection of Placentia Avenue and Perris Boulevard on the south side and north side of Perris Boulevard, respectively. Bus service would be maintained along the route during construction. The City would coordinate with the RTA to ensure that their operations are not interrupted during construction activities (refer to Project Design Feature TRA-1).

The PVCCSP Standards and Guidelines incorporate pedestrian paths and sidewalks into roadway design and provide for trails to accommodate nonmotorized forms of transportation throughout the Specific Plan area. Placentia Avenue is designated as an Arterial in the PVCCSP. The PVCCSP requires Arterial roadways to include 6 ft wide sidewalks. The proposed project includes the construction of required sidewalks that would allow direct pedestrian access and movement from the project site to other areas. Additionally, the proposed widening of Placentia Avenue and the construction of the proposed sidewalk were planned for in the HLSP and the General Plan Circulation Element. As such, the proposed project is consistent with these planning documents. Additionally, the proposed project would not result in any impacts to trails or bikeways in the vicinity of the proposed project.

Temporary lane closures and striping would occur during project construction. During final design, construction and traffic control plans would be prepared to minimize disruption to the public. Appropriate measures would be incorporated to ensure safe vehicle and pedestrian movement through the project area during construction. To facilitate the movement of traffic during construction, a TCP would be prepared and implemented (refer to Project Design Feature TRA-1). With the implementation of Project Design Feature TRA-1, impacts related to any conflict with a program, plan, ordinance, or policy addressing the circulation system would be less than significant. No mitigation is required.

4.17 b) **No Impact.** Section 15064.3, Determining the Significance of Transportation Impacts, was added to the *State CEQA Guidelines* as part of an update (December 2018). This section describes specific considerations for evaluating a project's transportation impacts and identifies that, generally, VMT is the most appropriate measure of transportation impacts. Section 15064.3(b) provides criteria for analyzing transportation impacts. Pursuant to *State CEQA Guidelines* Section 15064.3(c), the City has until July 1, 2020, to implement CEQA Guidelines Section 15064.3(b). At the time of writing this IS, the City had not established a VMT threshold of significance and was not requiring projects, including the proposed project, to demonstrate compliance with CEQA Guidelines Section 15064.3(b). Additionally, any expected VMT increase between the existing and future scenarios is attributable to projected economic and population growth in the area, and is not a direct result of project implementation. The proposed project would not cause an increase in traffic since there would be no trip generation resulting from its implementation. The proposed project would not construct, or facilitate the construction of, any new homes or businesses that would generate new vehicle trips. As such, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). There would be no impact, and no mitigation is required.

4.17 c) **No Impact.** The proposed project would not substantially increase safety hazards due to a geometric design feature or incompatible use. The proposed project will be designed in accordance with pertinent engineering standards and City and/or PVCCSP and HLSP requirements. No impact would occur, and no mitigation is required.

4.17 d) **Less Than Significant Impact.** Construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of pedestrians, bicyclists, and vehicles through/around any required road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access. Placentia Avenue is designated and functions as a Primary Arterial within the City's transportation network and would likely serve this function during an emergency response or evacuation. Construction-related delays on Placentia Avenue may occur during lane closures and striping activities. When traffic is slowed by lane closures, nearby alternative routes are available in the project vicinity. Additionally, a TCP would be implemented during construction to ensure safe and efficient flow of traffic though the project area during construction. A component of the TCP would be to notify emergency service providers to ensure that impacts to their operations are minimized. In addition, the improvements proposed as part of the proposed project would have a beneficial effect on emergency-vehicle response times due to the new traffic lanes and roadway improvements. With the implementation of

Project Design Feature TRA-1, impacts would be less than significant. No mitigation is required.

Project Design Features

PDF TRA-1 **Traffic Control Plan.** The preparation of a TCP is required prior to construction activities to minimize temporary impacts to traffic flow as a result of construction activities. The TCP shall include, but not be limited to, the use of portable, changeable message signs; notification to emergency responders and service providers of upcoming construction; and a public-awareness campaign related to the scheduling of the proposed project.

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

Explanation of Checklist Answers

4.18 a)(i) **No Impact.** As discussed above under Threshold 5a in the Cultural Resources section of this IS, a cultural resources records search and literature review was undertaken at the Eastern Information Center of CHRIS for the MCP Project, which included the project site. Based on this search and review of the existing literature related to cultural resources within the project site as well as field surveys for cultural resources conducted for the MCP Project (LSA 2012a), no tribal cultural resources listed or eligible for listing in the California Register or in a local register of historical resources were identified within the project site. Additionally, there were no prehistoric sites identified on the project site. The nearest prehistoric site identified was a bedrock milling site (P-33-106382) located approximately 0.87 miles from the west boundary

of the project site. Therefore, the proposed project would not result in a substantial adverse change in significance of a tribal cultural resource as defined in PRC Section 5020.1(k).

4.18 a)(ii) Less Than Significant Impact. Effective July 1, 2015, AB 52 requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in §21074. A tribe must submit a written request to the relevant Lead Agency if it wishes to be notified of proposed projects within its traditionally and culturally affiliated area. The Lead Agency must provide written formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or within 14 days of deciding to undertake a project. The tribe must respond to the Lead Agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the Lead Agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either of the following occur: (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per PRC §21082.3(c).

Sacred Lands Search Letter and Responses

The NAHC was contacted for a review of the Sacred Lands File (SLF). The purpose of the SLF search request was to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, or places of religious or sacred activity) are present within or adjacent to the project site. The NAHC responded on December 9, 2019, stating that the records search failed to indicate the presence of Native American cultural resources within the immediate project area. A copy of the NAHC response is provided in Appendix C of this IS.

AB 52 Consultation

The City sent notification letters, pursuant to AB 52 procedures, to pertinent Native American tribes on December 6, 2019. The letters informed the tribes of the proposed project and included a brief project description, location map, and County of Riverside contact information. Letters were sent via United States Postal Service certified mail to the following individuals on the City's notification list:

- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians
- Daniel Salgado, Chairperson, Cahuilla Band of Indians
- Denisa Torres, Cultural Resources Manager, Morongo Band of Mission Indians
- Doug Welmad, Chairperson, Cabazon Band of Mission Indians
- Jeff Grubbe, Chairperson, Agua Caliente Band of Cahuilla Indians
- John Gomez, Environmental Coordinator, Ramona Band of Cahuilla
- Joseph Hamilton, Chairperson, Ramona Band of Cahuilla
- Joseph Ontiveros, Cultural Resource Department, Soboba Band of Luiseño Indians
- Mark Macarro, Chairperson, Pechanga Band of Luiseno Indians
- Mercedes Estrada, Santa Rosa Band of Cahuilla

- Michael Mirelez, Cultural Resource Coordinator, Torres-Martinez Desert Cahuilla Indians
- Patricia Garcia-Plotkin, Director, Agua Caliente Band of Cahuilla Indians
- Paul Macarro, Cultural Resources Coordinator, Pechanga Band of Luiseño Indians
- Robert Martin, Chairperson, Morongo Band of Mission Indians
- Scott Cozart, Chairperson, Soboba Band of Luiseno Indians
- Shane Chapparosa, Chairperson, Los Coyotes Band of Cahuilla and Cupeno Indians
- Steven Estrada, Chairperson, Santa Rosa Band of Cahuilla Indians
- Travis Armstrong, Tribal Historic Preservation Officer, Morongo Band of Mission Indians

The tribes had 30 days from the receipt of the formal notification to request AB 52 consultation. Three responses were received in response to the initial notification letter. The Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians requested formal AB 52 consultation as part of the proposed project. Additionally, the Agua Caliente Band of Cahuilla Indians requested additional information. A summary of each of the responses received from Native American tribes, in response to the initial notification letter sent by the County and subsequent consultation with the tribes, is provided below:

In a letter dated January 23, 2020, Arysa Gonzalez Romero, Historic Preservation Technician of the Agua Caliente Band of Cahuilla Indians, stated that the project area is not located within the boundaries of the tribe's reservation but is within the tribe's Traditional Use Area. For this reason, a copy of the records search with associated survey reports and site records from the information center was requested.

In a letter dated January 9, 2020, Tuba Ebru Ozdil, Cultural Analyst of the Pechanga Band of Luiseño Indians, requested consultation under AB52 to assist the City in determining the type of environmental document appropriate, identifying potential tribal cultural resources, and determining whether potential substantial adverse effects would occur to them. The tribe also requested to be directly notified of all public hearings and scheduled approvals concerning this project. The tribe asserts that the project area is the tribe's aboriginal territory as evidenced by the existence of cultural resources, named places, and an extensive artifact record in the vicinity of the project. The City contacted the tribe via email on February 4, 2020, to provide the preliminary engineering plans to the tribe and schedule a consultation time.

In a letter dated January 27, 2020, Joseph Ontiveros of the Soboba Band of Luiseño Indians requested consultation under AB 52. On February 20, 2020, the City had a consultation meeting with Joseph. Mr. Ontiveros stated that the tribe will be requesting tribal monitoring during ground disturbance and that an agreement between the City and Soboba will be required. According to Mr. Ontiveros, the cultural monitoring is warranted due to the cultural sites documented on Patterson Avenue within the foothills and on Bradley Street between Rider Street and Orange Avenue.

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

Explanation of Checklist Answers

4.19 a) **Less Than Significant Impact.** The proposed project involves the widening of an existing roadway and would not require or result in the relocation or construction of new water, wastewater treatment, electrical power, natural gas, or telecommunication facilities. The proposed project would require the installation of on-site drainage and storm water runoff treatment infrastructure. The final sizing and design of utility infrastructure would occur during final project design. The proposed project includes the construction of a parkway drain, and curbs and gutters along the south side of Placentia Avenue and along the portion of Barrett Avenue south of Placentia Avenue.

The installation of the proposed storm water and drainage improvements may result in physical environmental impacts; however, these impacts have already been included in the analyses of construction-related effects presented throughout this IS. As identified through the analysis presented in this IS, the construction of infrastructure necessary to serve the proposed project would not result in any significant physical effects on the environment. This impact would be less than significant, and no mitigation is required.

4.19 b) **No Impact.** The proposed project does not contain any components that would require long-term water services or the provision of new water supplies or the expansion of existing facilities. No impact would occur, and no mitigation is required.

4.19 c) **No Impact.** The proposed project does not contain any components that would generate any wastewater that would require treatment at a water treatment plant. No impact would occur, and no mitigation is required.

4.19 d) **Less Than Significant Impact.** Due to the nature of the proposed project, solid waste would not be generated during the proposed project's operation phase. However, construction of the proposed project would generate wastes that would be disposed of in local or regional facilities such as concrete rubble, nonhazardous metal, and refuse from construction workers. Trash, recycling, and green-waste service in the City is provided by CR&R Waste Services. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 6 mi 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 of the following: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley, which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd (CalRecycle 2019a; CalRecycle 2019b).

Construction of the proposed project would nominally increase the amount of solid-waste disposal above current levels. However, due to the small scale and short duration of project construction, construction of the proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, nor would it impair the attainment of solid-waste reduction goals. Impacts relative to construction-related solid-waste disposal would be less than significant, and no mitigation is required.

4.19e. **No Impact.** Waste generated during construction of the proposed project would be limited to construction debris and would not generate an excessive amount of solid waste that would exceed the capacity of the Badlands Landfill or El Sobrante Landfill. Construction waste would be disposed of in accordance with federal, State, and local regulations related to recycling, including the California Integrated Waste Management Act of 1989 (AB 939). Operation of the completed project would generate very limited waste material. Specifically, waste collected during maintenance of Placentia Avenue would be collected and disposed of consistent with City policies. Therefore, the proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, and no impact would occur. No mitigation is required.

4.20 WILDFIRE	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

4.20 a–e) No Impact. According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the project site is not located in or near an area identified as being a "Wildfire Hazard Area." Additionally, according to the California Department of Forestry and Fire Protection (CalFire) Fire and Resources Assessment Program (FRAP), the project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City (CalFire 2009). The project site is located within the limits of the City and is therefore not within a State Responsibility Area.[6] Therefore, the proposed project would have no impacts related to wildfires or the associated issues identified in Thresholds 20a through 20e, above. No impacts would occur, and further analysis of this issue is not required. No mitigation is required.

[6] The State Responsibility Area (SRA) is the land where the State is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership.

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

Explanation of Checklist Answers

4.21 a) **Less Than Significant Impact.** As addressed in the pertinent sections of this IS, the proposed project would not substantially degrade the quality of the environment. In addition, the project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory. Therefore, impacts are considered less than significant.

4.21 b) **Less Than Significant Impact.** As identified through the analysis presented in this IS, the proposed project would have no impact or less-than-significant impacts related to all topic issues. As a roadway widening project, the proposed project would result in minor changes to the environmental setting. The project would result in beneficial impacts related to traffic congestion. Other impacts are minor and would not be considered cumulatively considerable because they would be addressed through compliance with regulatory requirements and project design features. Less-than-significant impacts would occur, and no mitigation is required. Cumulatively considerable impacts would be less than significant.

4.21 c) **Less Than Significant Impact.** As described in the previous sections of this IS, Checklist Responses Sections 1 through 20, the proposed project would result in less-than-significant impacts or no impacts for all resource sections. Therefore, the proposed project would result in a less than significant impact on human beings.

SECTION 5.0 REFERENCES

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Appendix A: Air Quality Impact Analysis

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Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Placentia Ave Widening				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Pounds)	**ROG (lbs/day)**	**CO (lbs/day)**	**NOx (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM10 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**PM2.5 (lbs/day)**	**SOx (lbs/day)**	**CO2 (lbs/day)**	**CH4 (lbs/day)**	**N2O (lbs/day)**	**CO2e (lbs/day)**
Grubbing/Land Clearing	1.03	7.39	11.14	62.96	0.46	62.50	13.40	0.40	13.00	0.02	1,929.48	0.43	0.07	1,961.22
Grading/Excavation	4.17	28.47	48.50	64.48	1.98	62.50	14.67	1.67	13.00	0.09	9,241.58	1.63	0.61	9,462.70
Drainage/Utilities/Sub-Grade	3.27	28.99	32.27	64.02	1.52	62.50	14.38	1.38	13.00	0.06	5,690.48	1.11	0.09	5,744.20
Paving	2.67	17.58	33.62	1.38	1.38	0.00	1.07	1.07	0.00	0.08	8,525.70	0.63	1.02	8,845.64
Maximum (pounds/day)	4.17	28.99	48.50	64.48	1.98	62.50	14.67	1.67	13.00	0.09	9,241.58	1.63	1.02	9,462.70
Total (tons/construction project)	0.22	1.64	2.43	3.61	0.10	3.51	0.82	0.09	0.73	0.00	472.57	0.08	0.03	483.02

Notes:

Project Start Year ->	2021
Project Length (months) ->	6
Total Project Area (acres) ->	7
Maximum Area Disturbed/Day (acres) ->	6
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	320	80
Grading/Excavation	500	0	750	0	1,200	80
Drainage/Utilities/Sub-Grade	0	0	0	0	960	40
Paving	0	1000	0	1,500	600	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Placentia Ave Widening				Total	Exhaust	Fugitive Dust	Total	Exhaust	Fugitive Dust					
Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	**ROG (tons/phase)**	**CO (tons/phase)**	**NOx (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM10 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**PM2.5 (tons/phase)**	**SOx (tons/phase)**	**CO2 (tons/phase)**	**CH4 (tons/phase)**	**N2O (tons/phase)**	**CO2e (MT/phase)**
Grubbing/Land Clearing	0.01	0.05	0.07	0.42	0.00	0.41	0.09	0.00	0.09	0.00	12.73	0.00	0.00	11.74
Grading/Excavation	0.11	0.75	1.28	1.70	0.05	1.65	0.39	0.04	0.34	0.00	243.98	0.04	0.02	226.63
Drainage/Utilities/Sub-Grade	0.08	0.67	0.75	1.48	0.04	1.44	0.33	0.03	0.30	0.00	131.45	0.03	0.00	120.38
Paving	0.03	0.17	0.33	0.01	0.01	0.00	0.01	0.01	0.00	0.00	84.40	0.01	0.01	79.44
Maximum (tons/phase)	0.11	0.75	1.28	1.70	0.05	1.65	0.39	0.04	0.34	0.00	243.98	0.04	0.02	226.63
Total (tons/construction project)	0.22	1.64	2.43	3.61	0.10	3.51	0.82	0.09	0.73	0.00	472.57	0.08	0.03	438.19

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model **Version 9.0.0**

Data Entry Worksheet

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	Placentia Ave Widening	
Construction Start Year	2021	Enter a Year between 2014 and 2040 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	6.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	1	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the Ione formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	0.50	miles
Total Project Area	7.25	acres
Maximum Area Disturbed/Day	6.25	acres
Water Trucks Used?	1	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County.

http://www.conservation.ca.gov/cgs/information/geologic_mapping/Pages/googlemaps.aspx#regionalseries

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing			
	Grading/Excavation			500.00
	Drainage/Utilities/Sub-Grade			
	Paving			
Asphalt	Grubbing/Land Clearing			
	Grading/Excavation			
	Drainage/Utilities/Sub-Grade			
	Paving		1000.00	

Mitigation Options

On-road Fleet Emissions Mitigation	No Mitigation	Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
Off-road Equipment Emissions Mitigation	No Mitigation	Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		0.60		1/1/2021
Grading/Excavation		2.40		1/20/2021
Drainage/Utilities/Sub-Grade		2.10		4/3/2021
Paving		0.90		6/6/2021
Totals (Months)		6		

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00	25	0	750.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grading/Excavation (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Draining/Utilities/Sub-Grade (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.70	1.88	10.93	0.35	0.24	0.03	3,075.09	0.03	0.48	3,219.95
Tons per const. Period - Grading/Excavation	0.02	0.05	0.29	0.01	0.01	0.00	81.18	0.00	0.01	85.01
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.02	0.05	0.29	0.01	0.01	0.00	81.18	0.00	0.01	85.01

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00	50	0	1500.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grading/Excavation (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Draining/Utilities/Sub-Grade (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	1.41	3.76	21.86	0.70	0.48	0.06	6,150.18	0.07	0.97	6,439.90
Tons per const. Period - Paving	0.01	0.04	0.22	0.01	0.00	0.00	60.89	0.00	0.01	63.76
Total tons per construction project	0.01	0.04	0.22	0.01	0.00	0.00	60.89	0.00	0.01	63.76

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions User Input	User Override of Worker Commute Default Values	Default Values		
Miles/ one-way trip		20	Calculated Daily Trips	Calculated Daily VMT
One-way trips/day		2		
No. of employees: Grubbing/Land Clearing		8	16	320.00
No. of employees: Grading/Excavation		30	60	1,200.00
No. of employees: Drainage/Utilities/Sub-Grade		24	48	960.00
No. of employees: Paving		15	30	600.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.02	1.10	0.10	0.05	0.02	0.00	339.80	0.00	0.01	342.28
Grading/Excavation (grams/mile)	0.02	1.10	0.10	0.05	0.02	0.00	339.80	0.00	0.01	342.28
Draining/Utilities/Sub-Grade (grams/mile)	0.02	1.10	0.10	0.05	0.02	0.00	339.80	0.00	0.01	342.28
Paving (grams/mile)	0.02	1.10	0.10	0.05	0.02	0.00	339.80	0.00	0.01	342.28
Grubbing/Land Clearing (grams/trip)	1.18	2.95	0.34	0.00	0.00	0.00	72.81	0.08	0.04	85.39
Grading/Excavation (grams/trip)	1.18	2.95	0.34	0.00	0.00	0.00	72.81	0.08	0.04	85.39
Draining/Utilities/Sub-Grade (grams/trip)	1.18	2.95	0.34	0.00	0.00	0.00	72.81	0.08	0.04	85.39
Paving (grams/trip)	1.18	2.95	0.34	0.00	0.00	0.00	72.81	0.08	0.04	85.39
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.06	0.88	0.08	0.03	0.01	0.00	242.29	0.01	0.01	244.48
Tons per const. Period - Grubbing/Land Clearing	0.00	0.01	0.00	0.00	0.00	0.00	1.60	0.00	0.00	1.61
Pounds per day - Grading/Excavation	0.21	3.30	0.30	0.12	0.05	0.01	908.58	0.02	0.03	916.81
Tons per const. Period - Grading/Excavation	0.01	0.09	0.01	0.00	0.00	0.00	23.99	0.00	0.00	24.20
Pounds per day - Drainage/Utilities/Sub-Grade	0.17	2.64	0.24	0.10	0.04	0.01	726.86	0.02	0.02	733.45
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.06	0.01	0.00	0.00	0.00	16.79	0.00	0.00	16.94
Pounds per day - Paving	0.10	1.65	0.15	0.06	0.03	0.00	454.29	0.01	0.01	458.41
Tons per const. Period - Paving	0.00	0.02	0.00	0.00	0.00	0.00	4.50	0.00	0.00	4.54
Total tons per construction project	0.01	0.17	0.02	0.01	0.00	0.00	46.87	0.00	0.00	47.30

Note: Water Truck default values can be overridden in cells D153 through D156, I153 through I156, and F153 through F156.

Water Truck Emissions User Input	User Override of Default # Water Trucks	Program Estimate of Number of Water Trucks	User Override of Truck Round Trips/Vehicle/Day	Default Values Round Trips/Vehicle/Day	Calculated Trips/day	User Override of Miles/Round Trip	Default Values Miles/Round Trip	Calculated Daily VMT
Grubbing/Land Clearing - Exhaust		2		5	10		8.00	80.00
Grading/Excavation - Exhaust		2		5	10		8.00	80.00
Drainage/Utilities/Subgrade		1		5	5		8.00	40.00
Paving		1		5	5		8.00	40.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grading/Excavation (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Draining/Utilities/Sub-Grade (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Paving (grams/mile)	0.43	1.14	6.49	0.21	0.15	0.02	1,859.78	0.02	0.29	1,947.39
Grubbing/Land Clearing (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	3.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.08	0.20	1.22	0.04	0.03	0.00	328.01	0.00	0.05	343.46
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.01	0.00	0.00	0.00	2.16	0.00	0.00	2.27
Pounds per day - Grading/Excavation	0.08	0.20	1.22	0.04	0.03	0.00	328.01	0.00	0.05	343.46
Tons per const. Period - Grading/Excavation	0.00	0.01	0.03	0.00	0.00	0.00	8.66	0.00	0.00	9.07
Pounds per day - Drainage/Utilities/Sub-Grade	0.04	0.10	0.61	0.02	0.01	0.00	164.00	0.00	0.03	171.73
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.01	0.00	0.00	0.00	3.79	0.00	0.00	3.97
Pounds per day - Paving	0.04	0.10	0.61	0.02	0.01	0.00	164.00	0.00	0.03	171.73
Tons per const. Period - Paving	0.00	0.00	0.01	0.00	0.00	0.00	1.62	0.00	0.00	1.70
Total tons per construction project	0.00	0.01	0.06	0.00	0.00	0.00	16.24	0.00	0.00	17.00

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust	User Override of Max Acreage Disturbed/Day	Default Maximum Acreage/Day	PM10 pounds/day	PM10 tons/per period	PM2.5 pounds/day	PM2.5 tons/per period
Fugitive Dust - Grubbing/Land Clearing		6.25	62.50	0.41	13.00	0.09
Fugitive Dust - Grading/Excavation		6.25	62.50	1.65	13.00	0.34
Fugitive Dust - Drainage/Utilities/Subgrade		6.25	62.50	1.44	13.00	0.30

Off-Road Equipment Emissions

Grubbing/Land Clearing Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Crawler Tractors	0.55	2.44	6.97	0.26	0.24	0.01	760.36	0.25	0.01	768.56
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	3		Model Default Tier	Excavators	0.23	3.27	2.15	0.10	0.10	0.01	500.19	0.16	0.00	505.59
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	1		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing	pounds per day	0.89	6.31	9.84	0.39	0.37	0.01	1,359.18	0.42	0.01	1,373.28
Grubbing/Land Clearing	tons per phase	0.01	0.04	0.06	0.00	0.00	0.00	8.97	0.00	0.00	9.06

Grading/Excavation Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Crawler Tractors	0.55	2.44	6.97	0.26	0.24	0.01	760.36	0.25	0.01	768.56
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	4		Model Default Tier	Excavators	0.23	3.27	2.15	0.10	0.10	0.01	500.19	0.16	0.00	505.59
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	3		Model Default Tier	Graders	0.45	1.77	5.92	0.19	0.17	0.01	641.68	0.21	0.01	648.60
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	3		Model Default Tier	Rollers	0.19	1.88	1.92	0.12	0.11	0.00	254.09	0.08	0.00	256.83
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Rubber Tired Loaders	0.34	1.60	3.86	0.13	0.12	0.01	605.23	0.20	0.01	611.76
1.00	3		Model Default Tier	Scrapers	0.93	7.00	10.70	0.42	0.38	0.02	1,467.91	0.47	0.01	1,483.74
2.00	1		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	5		Model Default Tier	Tractors/Loaders/Backhoes	0.37	4.52	3.79	0.22	0.21	0.01	601.80	0.19	0.01	608.28
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grading/Excavation	pounds per day	3.18	23.08	36.05	1.47	1.35	0.05	4,929.90	1.57	0.04	4,982.48
Grading/Excavation	tons per phase	0.08	0.61	0.95	0.04	0.04	0.00	130.15	0.04	0.00	131.54

Drainage/Utilities/Subgrade	Default Number of Vehicles	Mitigation Option Override of	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Air Compressors	0.29	2.42	2.04	0.13	0.13	0.00	375.26	0.03	0.00	376.75
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Generator Sets	0.36	3.68	3.17	0.17	0.17	0.01	623.04	0.03	0.00	625.23
1.00	2		Model Default Tier	Graders	0.45	1.77	5.92	0.19	0.17	0.01	641.68	0.21	0.01	648.60
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Pumps	0.38	3.74	3.21	0.18	0.18	0.01	623.04	0.03	0.00	625.28
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Rough Terrain Forklifts	0.12	2.29	1.61	0.06	0.06	0.00	333.77	0.11	0.00	337.37
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Scrapers	0.93	7.00	10.70	0.42	0.38	0.02	1,467.91	0.47	0.01	1,483.74
2.00	1		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	4		Model Default Tier	Tractors/Loaders/Backhoes	0.37	4.52	3.79	0.22	0.21	0.01	601.80	0.19	0.01	608.28
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
				pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A		0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Drainage/Utilities/Sub-Grade	pounds per day	3.06	26.25	31.41	1.40	1.33	0.05	4,799.61	1.09	0.04	4,839.02
Drainage/Utilities/Sub-Grade	tons per phase	0.07	0.61	0.73	0.03	0.03	0.00	110.87	0.03	0.00	111.78

Paving Override of Default Number of Vehicles	Default Number of Vehicles *Program-estimate*	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	2		Model Default Tier	Pavers	0.25	2.90	2.60	0.13	0.12	0.00	455.06	0.15	0.00	459.97
1.00	2		Model Default Tier	Paving Equipment	0.19	2.54	1.94	0.10	0.09	0.00	394.46	0.13	0.00	398.71
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	3		Model Default Tier	Rollers	0.38	3.76	3.85	0.24	0.22	0.01	508.18	0.16	0.00	513.65
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	1		Model Default Tier	Signal Boards	0.11	0.60	0.72	0.03	0.03	0.00	98.63	0.01	0.00	99.13
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	4		Model Default Tier	Tractors/Loaders/Backhoes	0.19	2.26	1.90	0.11	0.10	0.00	300.90	0.10	0.00	304.14
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment

If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab

Number of Vehicles	Equipment Tier	Type	ROG pounds/day	CO pounds/day	NOx pounds/day	PM10 pounds/day	PM2.5 pounds/day	SOx pounds/day	CO2 pounds/day	CH4 pounds/day	N2O pounds/day	CO2e pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
	Paving	pounds per day	1.12	12.07	11.00	0.60	0.55	0.02	1,757.22	0.55	0.02	1,775.60
	Paving	tons per phase	0.01	0.12	0.11	0.01	0.01	0.00	17.40	0.01	0.00	17.58
Total Emissions all Phases (tons per construction period) =>			0.17	1.38	1.85	0.08	0.07	0.00	267.39	0.07	0.00	269.96

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		263		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET

Appendix B: Biology Report and Burrowing Owl Focused Survey

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WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN CONSISTENCY ANALYSIS AND BIOLOGY REPORT

PLACENTIA AVENUE WIDENING PROJECT

CITY OF PERRIS

RIVERSIDE COUNTY, CALIFORNIA

MSHCP PERMITTEE: CITY OF PERRIS

LSA

May 2020

WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN CONSISTENCY ANALYSIS AND BIOLOGY REPORT

PLACENTIA AVENUE WIDENING PROJECT

CITY OF PERRIS

RIVERSIDE COUNTY, CALIFORNIA

MSHCP PERMITTEE: CITY OF PERRIS

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LSA

May 2020

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APPENDICES

1.0 EXECUTIVE SUMMARY

LSA was retained by the City of Perris (City) to conduct a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis and general biological study for the Placentia Avenue Widening Project (project) located in Perris, Riverside County, California. The study was conducted to address compliance with the MSHCP and the California Environmental Quality Act.

The project study area is not within the MSHCP Criteria Area or Public/Quasi-Public Lands.

The project study area does not contain MSHCP riparian resources. No vernal pools resources or fairy shrimp habitat occur in the study area. Therefore, the proposed project will have no effects on these resources. Riverine resources, as identified in the adjacent project site for the Interstate 215 (I-215)/Placentia Avenue Interchange Project, are present in the project study area but will not be impacted by the proposed project. Therefore, avoidance measures will not be incorporated.

The project area is within the MSHCP western burrowing owl (*Athene cunicularia hypugaea*) survey area. A habitat assessment found that suitable habitat for the western burrowing owl is present. A focused burrow survey will be required to determine if suitable western burrowing owl burrows are present. If suitable burrows are determined to be present, a focused western burrowing owl survey would be required. In addition, a 30-day preconstruction survey will be required to ensure that impacts to the western burrowing owl are avoided during construction.

The project study area is not within the MSHCP Narrow Endemic Plant Species Area or any other survey species areas. Therefore, no surveys for other MSHCP survey species will be required. In addition, "species not adequately conserved" by the MSHCP were not found within the project area.

The proposed project will not be subject to MSHCP Urban/Wildlands interface requirements because the project area is not within or adjacent to an identified Conservation Area.

Jurisdictional features subject to the jurisdiction of United States Army Corps of Engineers under Section 404 of the Federal Clean Water Act (CWA), the California Department of Fish and Wildlife under Section 1600 et seq. of the California Fish and Game Code, and the Regional Water Quality Control Board under Section 401 of the CWA, as identified in the adjacent project site for the I-215/Placentia Avenue Interchange Project, are present in the project study area but will not be impacted by the proposed project. Therefore, avoidance measures will not be incorporated.

The project study area contains habitat for nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code. Preconstruction surveys will be required during the nesting season (February 1–August 31) to avoid potential effects on nesting birds.

2.0 INTRODUCTION

LSA was retained by the City of Perris (City) to conduct a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency analysis and general biological study for the Placentia Avenue Widening Project (project) located in Sections 17 and 18, Township 4 South, Range 3 West, in Perris, Riverside County, California, as depicted on the United States Geological Survey (USGS) *Steele Peak and Perris, California* 7.5-minute topographic quadrangle maps (Figure 1; all figures are provided in Appendix A).

The study was conducted to address compliance with the MSHCP and the California Environmental Quality Act (CEQA). The study included a site visit on December 19, 2019, by LSA Biologist Jeremy Rosenthal.

2.1 PROJECT AREA

The project site is located in the northern portion of Perris, in Riverside County along Placentia Avenue from Indian Avenue to slightly east of Perris Boulevard, and is approximately 0.5 miles (mi) in length. Figure 2 depicts the local vicinity and project boundary of the project site.

The project study area is approximately 115.7 acres (ac).

The project site is approximately 0.3 mi east of Interstate 215 (I-215; Escondido Freeway). Land uses adjacent to the project site include various commercial and residential development and undeveloped land. Commercial development is located at two sides of the intersection at Placentia and Barrett Avenue and at Placentia Avenue and Perris Boulevard. Additionally, single-family residential uses are located on the northeast corner of the intersection of Placentia Avenue and Perris Boulevard.

2.2 PROJECT DESCRIPTION

The proposed project would involve the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east–west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes the following components:

- Intersection improvements
- roadway widening
- installation of sidewalk and storm drain facilities
- modification of the existing traffic signal and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue

Existing municipal and private utility services on the project site include a telephone line and a 27-inch water transmission line along Indian Ave and 12-inch water distribution lines along Placentia

Avenue and Perris Boulevard. On-site utility infrastructure necessary to serve the proposed project (drainage and storm water runoff treatment) would be installed. The final sizing and design of utility infrastructure would occur during final project design. Prior to the construction of the proposed project, a bio retention swale will be constructed within the proposed project limits as part of the I-215/Placentia Interchange Project (to be confirmed with the Riverside County Transportation Commission's engineer) and utilized by the proposed project. The proposed project includes construction of the following:

- a parkway drain
- curbs and gutters along the south side of Placentia Avenue and along the portion of Barret Avenue south of Placentia Avenue
- the construction of 4-foot (ft) sidewalks along the south side of Placentia Avenue between Indian Avenue and Barret Avenue and on both sides of Placentia Avenue east of Barret Avenue

Construction of the proposed project is projected to start in late summer/early fall of 2020 and is expected to take approximately 9 months to complete. Figure 3 depicts the project site plan.

2.3 GENERAL SETTING

The project site is relatively flat, descending gradually from west to east; elevations on site range from approximately 1,448 ft above mean sea level (amsl) at the eastern boundary to 1,464 ft amsl at the western boundary of the project site. The project site is located in the San Jacinto Valley Watershed.

The project site is within the Western Riverside County MSHCP species survey area for the Western burrowing owl, but not for any other MSHCP species survey areas. The project site is not within an MSHCP Criteria Cell or an MSHCP Reserve Area.

The project study area is primarily located on West Placentia Avenue between Indian Avenue on the west and Spokane Street on the east. The study area is primarily developed by existing roadway infrastructure and commercial and residential development. Scattered vacant lots are present within the study. The areas surrounding the study area have similar land uses, with the exception of a drainage feature located to the west of the West Placentia Avenue and Indian Avenue intersection, which is further discussed in Section 5.1. The topography along West Placentia Avenue is primarily flat but very slightly slopes to the east and ranges from approximately 1,460 ft at the intersection of West Placentia Avenue and Indian Avenue to 1,450 ft along West Placentia Avenue between North Perris Boulevard and Spokane Street. The soils in the study area, as mapped by the Natural Resource Conservation Service, Online Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm), consist primarily of sandy loams as depicted in Figure 4.

3.0 RESERVE ASSEMBLY ANALYSIS

3.1 CELL AND CRITERIA ANALYSIS

The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160 ac) Criteria Cells, each with specific criteria for the species conservation within that cell.

The study area is not within the MSHCP Criteria Area; therefore, no cell or criteria analysis is required.

3.2 PUBLIC/QUASI-PUBLIC LANDS ANALYSIS

The study area is not within or adjacent to Public/Quasi-Public Lands.

4.0 VEGETATION

The vegetation/land use within the study area includes developed/disturbed areas and ruderal vegetation. The predominant land cover is developed/disturbed areas (76.30 ac). This land use type lacks native vegetation and is dominated by urban development; associated hardscape and roadways; and ornamental nonnative trees, shrubs, or lawns. The ruderal vegetation (39.40 ac) is associated with vacant lands that are less disturbed by development. Dominant ruderal plant species identified include telegraph weed (*Heterotheca grandiflora*), western sunflower (*Helianthus annuus*), shortpod mustard (*Hirschfeldia incana*), doveweed (*Croton setigerus*), Bermuda grass (*Cynodon dactylon*), and red brome (*Bromus madritensis* ssp. *rubens*). Figure 5 shows vegetation and land use, and Figure 6 provides site photographs.

5.0 PROTECTION OF SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AREAS AND VERNAL POOLS (MSHCP SECTION 6.1.2)

Section 6.1.2 of the MSHCP requires assessment of impacts to riparian habitats, riverine areas, and vernal pools, including focused surveys for sensitive riparian bird and fairy shrimp species when suitable habitat is present. The intent of the assessment requirement is to provide for the protection of resources used by MSHCP-covered species, as well as existing and future downstream conservation areas. Riverine/riparian areas and vernal pools are defined in Section 6.1.2 of the MSHCP as follows:

> *Riparian/Riverine Areas are lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.*
>
> *Vernal pools are seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinations should consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records.*
>
> **Fairy Shrimp.** *For Riverside, vernal pool and Santa Rosa fairy shrimp, mapping of stock ponds, ephemeral pools and other features shall also be undertaken as determined appropriate by a qualified biologist.*
>
> *With the exception of wetlands created for the purpose of providing wetlands Habitat or resulting from human actions to create open waters or from the alteration of natural stream courses, areas demonstrating characteristics as described above which are artificially created are not included in these definitions*.

5.1 RIPARIAN/RIVERINE AREAS

5.1.1 Methods

The study area was assessed for riparian/riverine areas at the time of the December 19, 2019, site visit. The assessment included identification and mapping of plant communities within the project area as well as any riparian/riverine features.

5.1.2 Existing Conditions and Results

5.1.2.1 Riparian/Riverine

There is no riparian habitat within the biological study area. Drainage features/riverine resources were not identified within the site plan limits; however, an unvegetated drainage feature is located to the west of the intersection of West Placentia Avenue and Indian Avenue, as shown on Figure 7 and in Photo 1 on Figure 6. This is the only riverine resource present within the study area and was originally mapped by LSA as part of the Mid County Parkway Project, and more recently in 2019 for the environmental documentation and regulatory permitting for the I-215/Placentia Interchange Project. Based on the field visits in December 2019 and in April 2018 conducted for the I-215/Placentia Interchange Project and historical aerial photography, this drainage feature sheet-flows on top of Indian Avenue, and the sheet flow dissipates into the field southwest of Placentia Avenue and Barrett Avenue. There is no evidence of the sheet flow from this field connecting to other downstream riverine resources on the other side of Barrett Avenue. A sheet flow without any connectivity downstream would not be considered an MSHCP riverine resource. There are no riverine resources east of Indian Avenue within the project area.

5.1.3 Impacts

Project construction activities will be confined to the paved limits of West Placentia Avenue, Indian Avenue, Barrett Avenue, and North Perris Boulevard. The riverine area located west of the intersection of West Placentia Avenue and Indian Avenue will not be impacted by the proposed project. Additionally, based on the Mid County Parkway and I-215/Placentia Avenue Interchange Projects and the associated Federal Clean Water Act (CWA) Section 404 Nationwide Permit (SPL-2013-00225-SMG) and CWA Section 401 Water Quality Certification and Order (SARWQCB WDID #332018-31)(LSA Project No. TYL1701), the aforementioned riverine drainage feature will be fully impacted prior to the start of construction activities on the project site. Therefore, the proposed project will have no effects on MSHCP riparian/riverine resources, and avoidance and minimization measure implementation will not be necessary.

5.1.4 Mitigation

No mitigation is required..

5.2 VERNAL POOLS

5.2.1 Methods

The study area was assessed for vernal pools at the time of the December 19, 2019, site visit. The assessment included a search for depressions, indicators of wetland hydrology, suitable soils, and

hydrophytic (water-loving) vegetation. The assessment also included a review of seasonally appropriate aerial photographs (Google Earth: 10/2003, 12/2003, 10/2005, 12/2005, 1/2006, 11/2009, 3/2011, 11/2012, 11/2013, 4/2014, 2/2016, 10/2016, 2/2018, and 12/2018).

5.2.2 Existing Conditions and Results

No ponded areas or features resembling vernal pools were observed during the site visit, nor were any seen in aerial photographs. The soils mapped and observed within the project area are primarily sandy loams, which are unlikely to support ponding sufficient for vernal-pool formation. No mapped clay soils are present within the study area. Therefore, no vernal pools will be affected by the proposed project.

5.3 FAIRY SHRIMP

5.3.1 Methods

The study area was assessed for fairy shrimp habitat at the same time and using the same methods as the assessment for vernal pools. The MSHCP calls for habitat assessments for three sensitive species of fairy shrimp: the Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*), Riverside fairy shrimp (*Streptocephalus woottoni*), and vernal pool fairy shrimp (*Branchinecta lynchi*). The Santa Rosa Plateau fairy shrimp occurs only on the Santa Rosa Plateau of extreme southwest Riverside County. A fourth sensitive species of Southern California, the San Diego fairy shrimp (*Branchinecta sandiegonensis*), is found primarily in coastal areas of Orange and San Diego Counties. It has been found as far inland as the Wildomar area of southwest Riverside County but is not expected in the project area. These sensitive fairy shrimp species inhabit vernal pools as well as stock ponds, large road ruts, or other similar habitats that pond water long enough to allow growth and reproduction. To provide fairy shrimp habitat, a feature must regularly pond water for at least 18 days for vernal pool fairy shrimp (Eriksen and Belk 1999) and 2 months for Riverside fairy shrimp (USFWS 2012).

5.3.2 Existing Conditions and Results

As noted above, there are no vernal pools on the project site. Given the sandy loam soils and that no inundation on the site was seen in seasonally appropriate aerial photographs, the sandy loam soils are unlikely to support ponding for long enough to provide suitable habitat conditions. Therefore, the site does not have habitat suitable for sensitive fairy shrimp species, and no fairy shrimp will be affected by the proposed project.

5.4 RIPARIAN BIRDS

5.4.1 Methods

Habitat suitability for riparian birds, including the least Bell's vireo (LBVI; *Vireo bellii pusillus*), southwestern willow flycatcher (SWFL; *Empidonax traillii extimus*), and yellow-billed cuckoo (YBCU; *Coccyzus americanus*), was assessed in conjunction with the assessment for riverine/riparian areas. In addition, database records for the *Perris, California* USGS 7.5-minute series quadrangle and surrounding quadrangles were searched using the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) Rarefind 5 online application (https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data).

5.4.2 Existing Conditions and Results

The LBVI, SWFL, and YBCU generally require riparian forest habitat composed of willow and cottonwood species with a dense understory. Suitable riparian habitat is absent from the study area.

There are no CNDDB records for the LBVI, SWFL, or YBCU within the study area. There are, however, CNDDB records of the LBVI, SWFL, and YBCU in the project vicinity. However, the aforementioned species are considered absent from the study area based on the lack of suitable riparian habitat.

5.4.3 Impacts

The LBVI, SWFL, and YBCU are considered absent from the study area based on the lack of suitable riparian habitat and the lack of CNDDB records in the project vicinity. Therefore, the proposed project will have no effects on these three riparian bird species.

5.4.4 5Mitigation

No mitigation is required.

6.0 PROTECTION OF NARROW ENDEMIC PLANT SPECIES (MSHCP SECTION 6.1.3)

Section 6.1.3 of the MSHCP requires focused surveys for specified sensitive plant species if a project is located within a Narrow Endemic Plant Species Survey Area (NEPSSA) and suitable habitat is present. The proposed project is not located within an NEPSSA; therefore, an NEPSSA focused survey is not required. The proposed project will have no effects on NEPSSA plant species.

7.0 ADDITIONAL SURVEY NEEDS AND PROCEDURES (MSHCP SECTION 6.3.2)

MSHCP Section 6.3.2 requires surveys for additional plants, amphibians, small mammals, and western burrowing owls for projects located within mapped survey areas.

7.1 CRITERIA AREA PLANT SPECIES

The project study area is not within a mapped Criteria Area Species Survey Area (CASSA) for plant species.

7.2 AMPHIBIANS

The project study area is not within a mapped survey area for amphibian species.

7.3 WESTERN BURROWING OWL

Potions of the study area are within the MSHCP western burrowing owl survey area as shown in Figure 8. Western burrowing owls are found in open, dry grasslands, agricultural and range lands, and desert habitats often associated with burrowing animals. They can also inhabit grass, forb, and shrub stages of pinyon and ponderosa pine habitats. They nest in abandoned burrows of ground squirrels or other animals, in pipes, under piles of rock or debris, and in other similar features.

7.3.1 Methods

A western burrowing owl habitat assessment was conducted in accordance with Step I, Part A of the *Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area* (Riverside County Environmental Programs Department, March 29, 2006). The habitat assessment was conducted at the time of the December 19, 2019, site visit. The assessment included an evaluation of soil texture, vegetative cover, topography, the presence of mammal burrows, rock/debris piles, or other areas suitable for nest construction, and transects within the suitable habitat areas to the south of West Placentia Avenue.

A burrow survey was conducted on the same day and a focused breeding season burrowing owl survey was conducted in April 2020. Survey dates, times, weather conditions, and surveyor are summarized in Table C.

Table C: Focused Survey Dates, Times, and Weather Conditions

Date	Type of Survey (Times)	Weather Conditions	Surveyor
April 3, 2020	0530-0700	50-51˚F, Overcast, <1 mph	Jeremy Rosenthal
April 27, 2020	0500-0730	61-64 ˚F, clear, <1 mph	Jeremy Rosenthal

7.3.2 Existing Conditions and Results

Suitable habitat for the western burrowing owl was determined to be present in the study area. Suitable burrows with a diameter of 4 inches or greater were observed along a chain-link fence to the south of West Placentia Avenue between Indian Avenue and Barrett Avenue. Suitable habitat consists of areas vegetated by ruderal vegetation and disturbed areas (as shown in Figure 5), and burrows with a diameter of approximately 4 inches or greater. All western burrowing owl survey areas, potential burrowing owl burrows, and survey transect lines are mapped on Figure 8. All MSHCP survey areas are considered suitable habitat for the western burrowing owl, with the exception of those developed with existing roadways.

A pre-construction survey for burrowing owl will also be required within 30 days prior to any ground-disturbing activities.

7.3.3 Impacts and Mitigation

Burrowing owl does not currently occupy the site; therefore, no impacts to this species are anticipated. If burrowing owl is found during the pre-construction survey, the project proponent will need to inform the CDFW and USFWS and prepare a Burrowing Owl Protection and Relocation Plan for approval by these agencies prior to initiating ground disturbance.

7.4 MAMMALS

The project study area is not within a mapped survey area for mammals.

8.0 INFORMATION ON OTHER SPECIES

8.1 DELHI SANDS FLOWER-LOVING FLY

The MSHCP requires surveys for Delhi sands flower-loving fly (*Raphiomidas terminatus abdominalis*) in most areas of mapped Delhi series soils where suitable habitat exists (MSHCP Section 9).

The project study area is not within an area of mapped Delhi soils, and the soil observed throughout the site is loamy sand, which is inconsistent with Delhi soils; therefore, no survey or additional analysis is required for this species.

8.2 SPECIES NOT ADEQUATELY CONSERVED

Some species, identified in Table 9-3 of the MSHCP (Riverside County Transportation and Land Management Agency 2003), that will eventually have full coverage under the MSHCP are not considered adequately conserved until the requirements of MSHCP Table 9-3 are met.

LSA reviewed the MSHCP Table 9-3 species. No Table 9-3 species or other special-status species were observed during the site visit. Given the habitat quality, none of these species is expected to occur within the project area. Therefore, the proposed project is not anticipated to affect these species.

9.0 GUIDELINES PERTAINING TO THE URBAN/WILDLANDS INTERFACE (MSHCP SECTION 6.1.4)

To preserve the integrity of areas described as existing or future MSHCP Conservation Areas, the guidelines contained in Section 6.1.4 (Urban/Wildlands Interface Guidelines) are to be implemented for projects that are adjacent to either existing conservation or land described for conservation in the MSHCP Criteria Area.

The project study area is not adjacent to conserved lands or lands in the Criteria Area that are described for conservation. Therefore, the Urban/Wildlands Interface Guidelines do not apply to this project.

10.0 POTENTIAL JURISDICTIONAL WATERS AND STREAMBEDS

10.1 REGULATORY BACKGROUND

The United States Army Corps of Engineers (USACE), under Section 404 of the CWA, regulates discharges of dredged or fill material into "waters of the United States" (WOTUS). These waters include wetlands and nonwetland bodies of water that meet specific criteria, including a connection to interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce), or it may be indirect (through a connection identified in USACE regulations). USACE typically considers any body of water displaying an ordinary high water mark (OHWM) for designation as WOTUS, subject to guidance derived from Supreme Court decisions. In order to be considered a "jurisdictional wetland" under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology. CDFW, under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks and at least an occasional flow of water. The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional WOTUS. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

10.2 METHODS

The study area was assessed for potential jurisdiction waters at the time of the December 19, 2019, site visit.

10.3 EXISTING CONDITIONS AND RESULTS

Drainage features subject to the regulatory authority of USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA, and CDFW under Section 1600 et seq. of the California Fish and Game Code are not present within the impact area within the site plans. Jurisdictional features were not identified within the site plan limits; however, an unvegetated drainage feature is located to the west of the intersection of West Placentia Avenue and Indian Avenue, as shown in Figure 7 and in Photo 1 on Figure 6. This is the only jurisdictional feature regulated by USACE, the RWQCB, and CDFW that is present within the study area. This feature was originally mapped by LSA as part of the Mid County Parkway Project, and more recently in 2019 for the regulatory permitting for the I-215/Placentia Interchange Project. Based on the field visits in December 2019 and in April 2018 conducted for the I-215/Placentia Interchange Project and historical aerial photography, this drainage feature sheet-flows on top of Indian Avenue, and the sheet flow dissipates into the field southwest of Placentia Avenue and Barrett Avenue. There is no OHWM associated with this feature east of Indian Avenue. The sheet flow into the field does not connect to other downstream riverine resources on the other side of Barrett Avenue. USACE, the RWQCB, and CDFW do not regulate sheet flow without an OHWM or bed and bank; therefore, there are no jurisdictional features east of Indian Avenue within the project area.

Based on a review of the Mid County Parkway and I-215/Placentia Avenue Interchange Projects and the associated CWA Section 404 Nationwide Permit (SPL-2013-00225-SMG) and CWA Section 401 Water Quality Certification and Order (SARWQCB WDID #332018-31)(LSA Project No. TYL1701), the aforementioned drainage feature will be fully impacted prior to the start of construction activities on the project site. Therefore, the proposed project will have no effects on drainage features regulated by USACE, the RWQCB, or CDFW, and avoidance and minimization measure implementation will not be necessary.

11.0 NESTING BIRDS

During the bird breeding season (typically February 1—August 31), large trees on or adjacent to the study area may be used by hawks, ravens, or other large birds for nesting. Trees, shrubs, and other vegetation may provide nest sites for smaller birds, and western burrowing owls may nest in ground squirrel burrows, pipes, or similar features. Nesting bird species with the potential to occur are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800 and by the Migratory Bird Treaty Act (MBTA) (16 USC 703–711). These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey. However, the United States Fish and Wildlife Service (USFWS) has recently determined that the MBTA should apply only to "affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs" and will not be applied to incidental take of migratory birds pursuant to otherwise lawful activities. To avoid potential effects during the breeding season to swallows, fully protected raptors, special-status bird species, and other nesting birds protected by the California Fish and Game Code, and for compliance with MSHCP Incidental Take Permit Condition 5, the following measures will be implemented:

- A nesting bird preconstruction survey will be conducted by a qualified biologist 3 days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. The buffer may be up to 500 ft in diameter, depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing will not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the study area will be resurveyed during bird breeding season if there is a lapse in construction activities longer than 7 days.

12.0 CEQA COMPLIANCE

12.1 ADOPTED HABITAT CONSERVATION PLANS

Section 10(a)(2)(A) of the 1973 federal Endangered Species Act (FESA) requires the preparation of a habitat conservation plan (HCP) for incidental take of threatened or endangered species when there is no federal agency involvement in a project. Continuing land development may cause incidental take of listed species; therefore, HCPs have been prepared for areas within western Riverside County. The MSHCP and the Stephens' Kangaroo Rat HCP are the principal habitat conservation plans in western Riverside County. The USFWS regional office maintains a current list of HCPs for the Southern California region.

The project site is within the MSHCP area but is not in the Stephens' Kangaroo Rat HCP area. It is not subject to any other adopted HCP. With implementation of the above-described measures for the western burrowing owl and other migratory birds, the proposed project is consistent with the MSHCP.

12.2 THREATENED AND ENDANGERED SPECIES

USFWS and CDFW may list species as threatened or endangered under FESA and the California State Endangered Species Act (CESA). USFWS can designate critical habitat that identifies specific areas, either occupied or unoccupied, that are essential to the conservation of a listed species. Critical habitat areas may require special management considerations or protections. USFWS and CDFW have issued permits for the take of most threatened and endangered species within the MSHCP Plan Area. The MSHCP covers impacts to these species. However, if a project has the involvement of a federal agency, that agency is required to address impacts to listed species and critical habitat by consulting with USFWS. USFWS has indicated in the permit issued for the MSHCP that, in such cases, the consultation will be expedited and that no restrictions will be imposed on the proposed project beyond those specified in the MSHCP.

No threatened or endangered species are expected to occur on the project site.

12.3 OTHER SPECIAL-STATUS SPECIES

CDFW, USFWS, local agencies, and special-interest groups, such as the California Native Plant Society (CNPS), maintain lists of species that they consider to be in need of monitoring. Legal protection for special-status species varies widely.

The special-status species listed in Table A may be expected to occur in the general project vicinity but are not covered under the MSHCP or are not adequately conserved by the MSHCP at this time. However, due to lack of suitable habitat, none of these species is expected to be present at the project site or to be affected by the proposed project.

Table A: Special-Status Species Potentially Occurring in the Project Vicinity That Are Not Adequately Covered by the MSHCP

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
Plants				
Arenaria paludicola **Marsh sandwort**	US: FE CA: SE/1B	Boggy areas in freshwater marshes and swamps below 170 m (560 ft) elevation. Known to presently occur only in San Luis Obispo County (at Oso Flaco Lake and Morro Bay). Believed extirpated from Los Angeles, San Francisco, Santa Cruz, Riverside, and San Bernardino Counties and from Washington State. The last known record of this species in Riverside, San Bernardino, or Los Angeles Counties is from 1900.	Blooms May through August (perennial herb)	Absent. No freshwater marshes or swamps on the project site.
Chloropyron maritimum spp. maritimum **Salt marsh bird's-beak**	US: FE CA: SE/1B	Coastal dunes and salt marshes. In California, known from Los Angeles, Orange, Santa Barbara, San Bernardino, San Diego, San Luis Obispo, and Ventura Counties. Also occurs in Mexico.	Blooms May through October (annual herb)	Absent. No coastal dune or salt marsh habitats on the project site.
Invertebrates				
Bombus crotchii **Crotch's bumblebee**	US: – CA: SCE BLM: –	Nectars on *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum* in coastal California east to the Sierra–Cascade crest and south into Mexico.	Spring and summer	Low. Annual disking of the site and isolation from undisked habitat make the site unsuitable for this ground-nesting species. The only CNDDB records of this species from the general vicinity of Perris are based on observations at two locations ranging from 0.85 to 4.2 mi to the southwest of the project site.

Table A: Special-Status Species Potentially Occurring in the Project Vicinity That Are Not Adequately Covered by the MSHCP

Species	Status	Habitat and Distribution	Activity Period	Occurrence Probability
				Both observations were recorded prior to 1983.
Birds				
Charadrius nivosus nivosus (nesting) **Western snowy plover**	US: FT (coastal population) CA: SSC BLM: –	Sandy coastal beaches, lakes, alkaline playas. Scattered locations along coastal California and the Channel Islands, inland at the Salton Sea, and at various alkaline lakes.	Coast: Year-round Inland lakes: April through September	Absent. Suitable habitat not present on the project site.
Laterallus jamaicensis coturniculus **California black rail**	US: – CA: ST/CFP BLM: S	Requires shallow water in salt marshes, freshwater marshes, wet meadows, or flooded grassy vegetation. Prefers areas of moist soil vegetated by fine-stemmed emergent plants, rushes, grasses, or sedges, with scattered small pools. Known from coastal California, northwestern Baja California, the lower Imperial Valley, and the lower Colorado River of Arizona and California. Now extirpated from virtually all of coastal Southern California.	Year-round	Absent. No suitable habitat on the project site.

LEGEND

US (Federal) Classifications
FE = Federal Endangered
FT = Federal Threatened

State Classifications
1B = California Rare Plant Rank 1B—rare, threatened, or endangered in California and elsewhere.
2B = California Rare Plant Rank 2—rare, threatened, or endangered in California but more common elsewhere.
CFP = California Fully Protected Species
SCE = Candidate for State-listing as Endangered.
SE = State Listed—Endangered.
SSC = Species of Special Concern. Refers to animals with vulnerable or seriously declining populations.
ST = State Listed—Threatened

BLM Classification
S = Sensitive

– = no classification
BLM = United States Bureau of Land Management
CA = California
CNDDB = California Natural Diversity Database
ft = foot/feet
m = meter/meters
mi = mile/miles
MSHCP = Multiple Species Habitat Conservation Plan
US = United States

12.4 WILDLIFE MOVEMENT, CORRIDORS, AND NURSERY SITES

Wildlife movement includes seasonal migration along corridors as well as daily movements for foraging. Migration corridors may include areas of unobstructed movement of deer, riparian

corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and areas between roosting and feeding areas for birds.

The study area is primarily developed by existing roadway infrastructure and commercial and residential development that already restrict wildlife movement in the project vicinity. The proposed project would not substantially limit wildlife movement.

12.5 NATURAL COMMUNITIES OF INTEREST

Riparian habitats, oak woodlands, and vernal pools are among the natural communities of interest to CDFW.

There are no riparian communities, vernal pools, or other sensitive plant communities on the project site.

12.6 WETLANDS

There are no wetlands on the project site.

12.7 LOCAL POLICIES AND ORDINANCES PROTECTING BIOLOGICAL RESOURCES

City and County of Riverside General Plans and development ordinances may include regulations or policies governing biological resources. For example, policies may include tree preservation, locally designated species survey areas, local species of interest, and significant ecological areas.

The proposed project will not be in conflict with local policies or ordinances applicable to biological resources.

12.8 INDIRECT EFFECTS

Indirect impacts to surrounding areas as a result of the proposed project may include, but are not limited to, increased dust, noise, lighting, traffic, and storm water runoff. Because of the small scale of the proposed project and its location within a landscape that is already highly disturbed or developed, substantial indirect impacts to sensitive biological resources are not anticipated.

12.9 CUMULATIVE EFFECTS

Project construction will contribute to the incremental loss of nonnative grassland in the region, including potential habitat for some special-status species. Cumulative impacts potentially include habitat fragmentation, increased edge effects, reduced habitat quality, and increased wildlife mortality. The MSHCP provides a comprehensive approach to the regional conservation of these habitats and, as a regional plan, serves to provide mitigation for cumulative impacts to covered species. Project compliance and consistency with the MSHCP ensures that any cumulative impacts to covered species are effectively mitigated. Special-status species that are not covered by the MSHCP also benefit from the surveys, conservation, and other measures of the MSHCP because they occupy many of the same habitats.

13.0 REFERENCES

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Eriksen, C., and D. Belk. 1999. *Fairy Shrimps of California's Puddles, Pools, and Playas.* Eureka, California: Mad River Press.

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United States Department of Agriculture (USDA). 2019. Web Soil Survey. Website: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm (accessed September 18, 2019).

United States Fish and Wildlife Service (USFWS). 2012. Endangered and Threatened Wildlife and Plants; Revised Critical Habitat for the Riverside Fairy Shrimp; Final Rule. *Federal Register* 77:72070–72140. December 4.

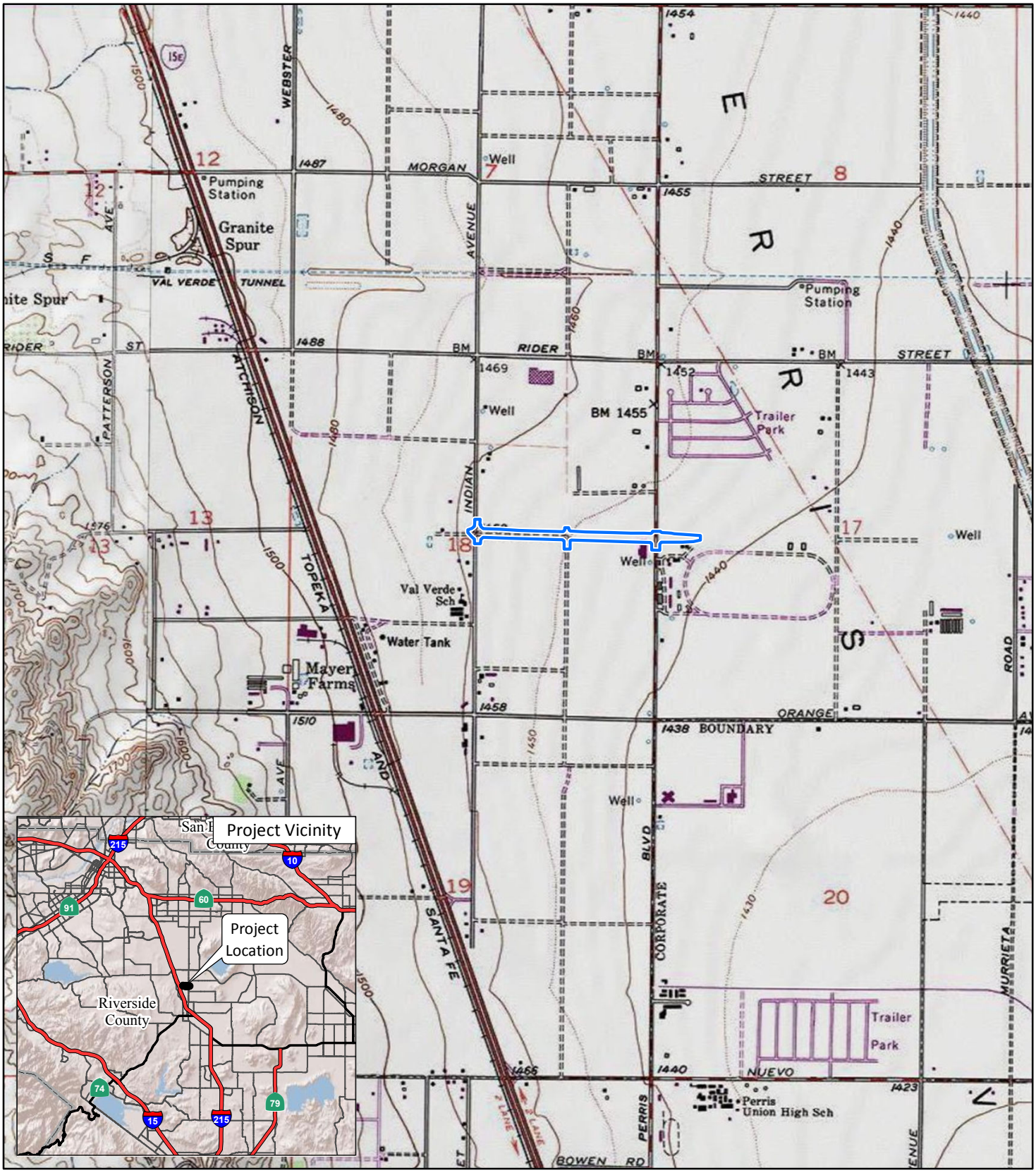
14.0 CERTIFICATION STATEMENT

I hereby certify that the statements furnished in this report present the data and information required for this biological evaluation and the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date: May 18, 2020 Signature: 

APPENDIX A

FIGURES 1 THROUGH 8



LSA

LEGEND

Project Boundary

FIGURE 1

N

0 1000 2000

FEET

Placentia Avenue Widening Project

Project Vicinity and Location

SOURCE:USGS 7.5' Quad. (Steele Peak (1978), Perris (1979))

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LSA

LEGEND

Biological Study Area

Project Boundary

0 250 500

FEET

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

I:\PIS1904\GIS\MXD\ProjectBoundary.mxd (1/17/2020)

FIGURE 2

Placentia Avenue Widening Project

Project Boundary

LSA

LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway--Class II
- Existing Features

0 50 100
FEET

Sheet 1 of 3	Sheet 2 of 3		Sheet 3 of 3

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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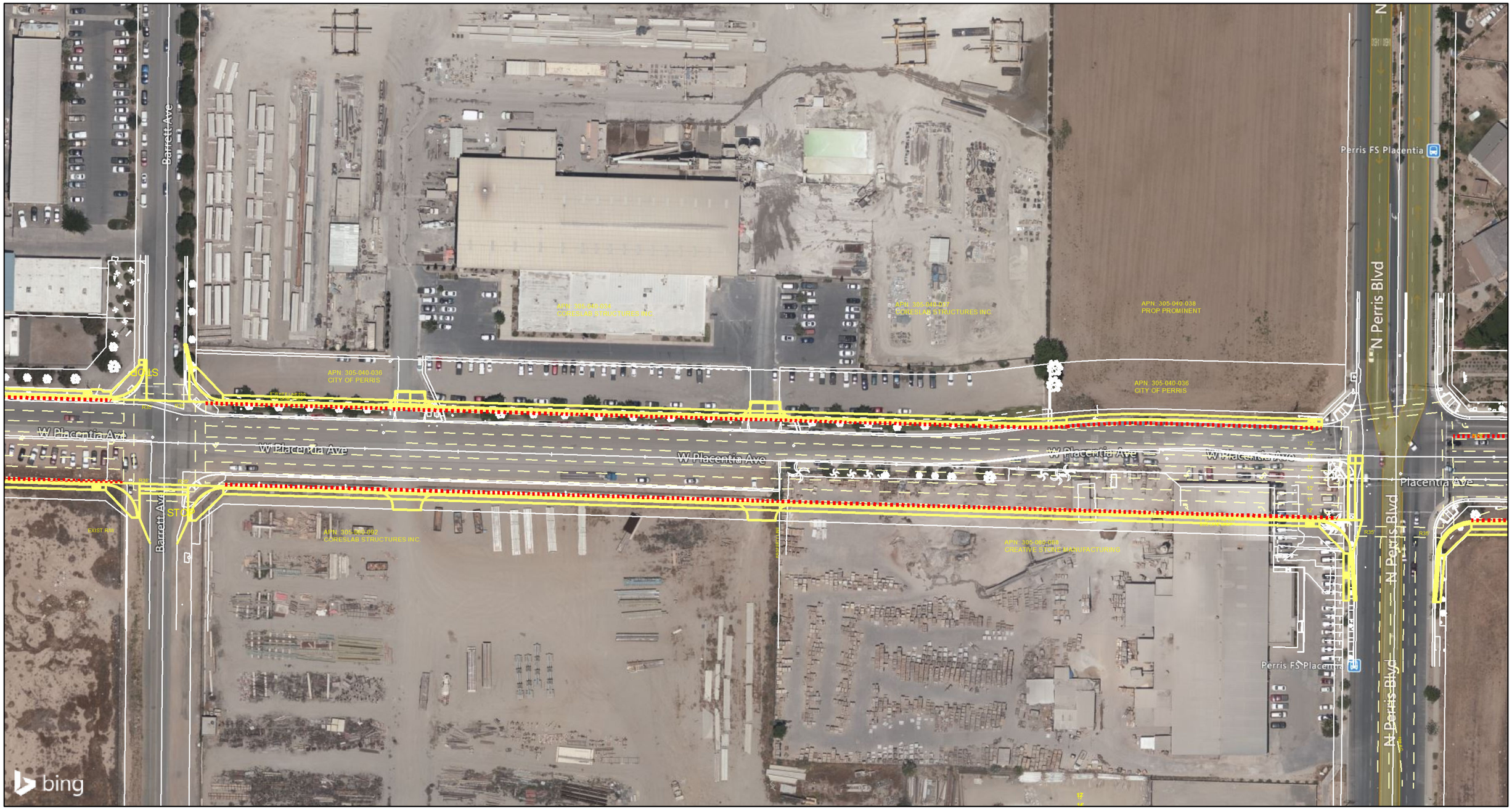
FIGURE 3
Sheet 1 of 3

Placentia Avenue Widening Project

Site Plan



LSA

LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway--Class II
- Existing Features

0 50 100
FEET

Sheet 1 of 3	Sheet 2 of 3	Sheet 3 of 3

FIGURE 3
Sheet 2 of 3

Placentia Avenue Widening Project

Site Plan

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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LSA

LEGEND

- Proposed Striping
- Proposed Design Features
- Proposed Bikeway--Class II
- Existing Features

0 50 100
FEET

Sheet 1 of 3	Sheet 2 of 3	Sheet 3 of 3

FIGURE 3
Sheet 3 of 3

Placentia Avenue Widening Project

Site Plan

SOURCE: Bing (2019); TriLake Consultants (11/25/2019)

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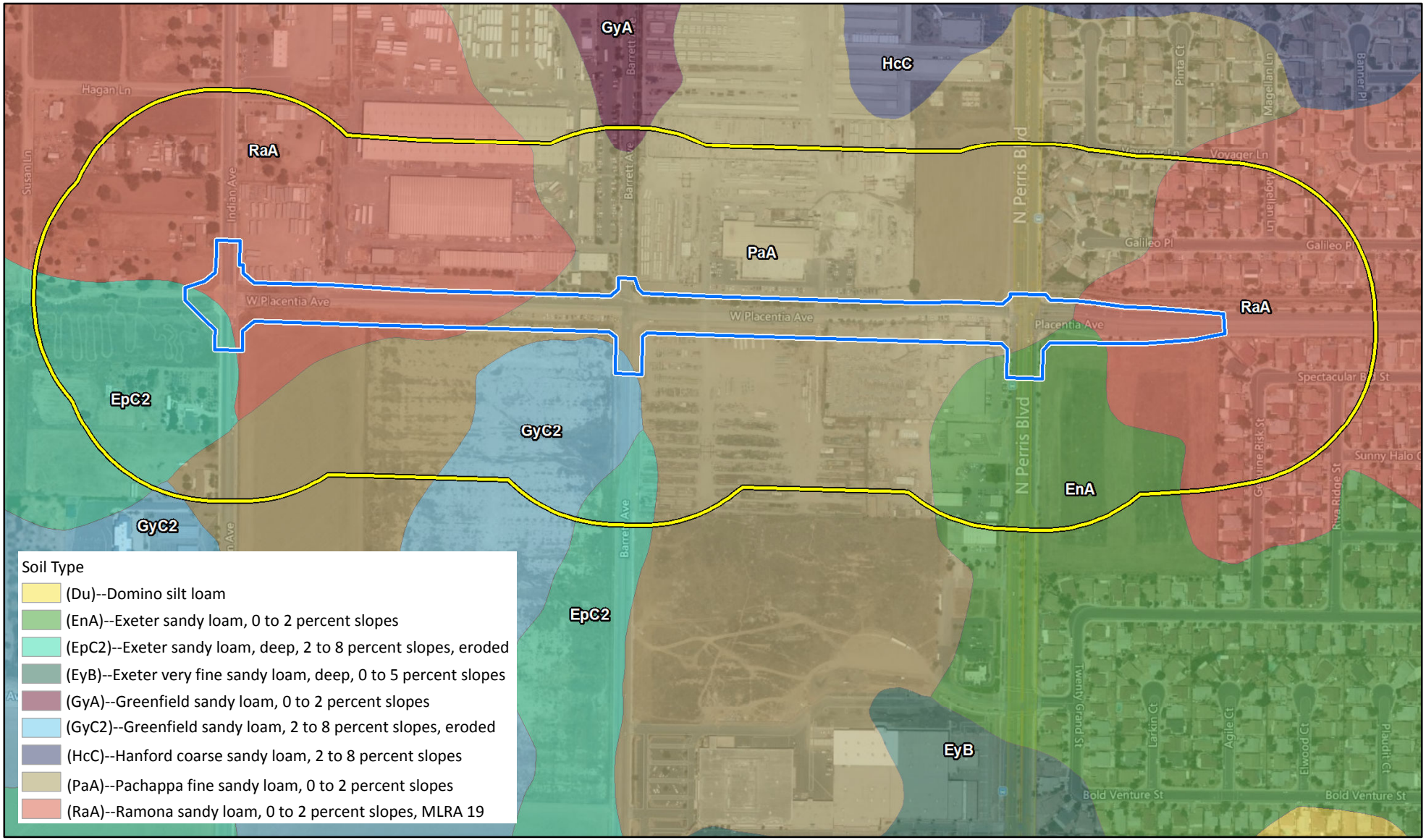

LSA

LEGEND

Biological Study Area

Project Boundary

FIGURE 4

N

0 230 460

FEET

Placentia Avenue Widening Project

Soil Types

SOURCE: Bing (2019); Esri - SSURGO (2019); TriLake Consultants (11/25/2019)

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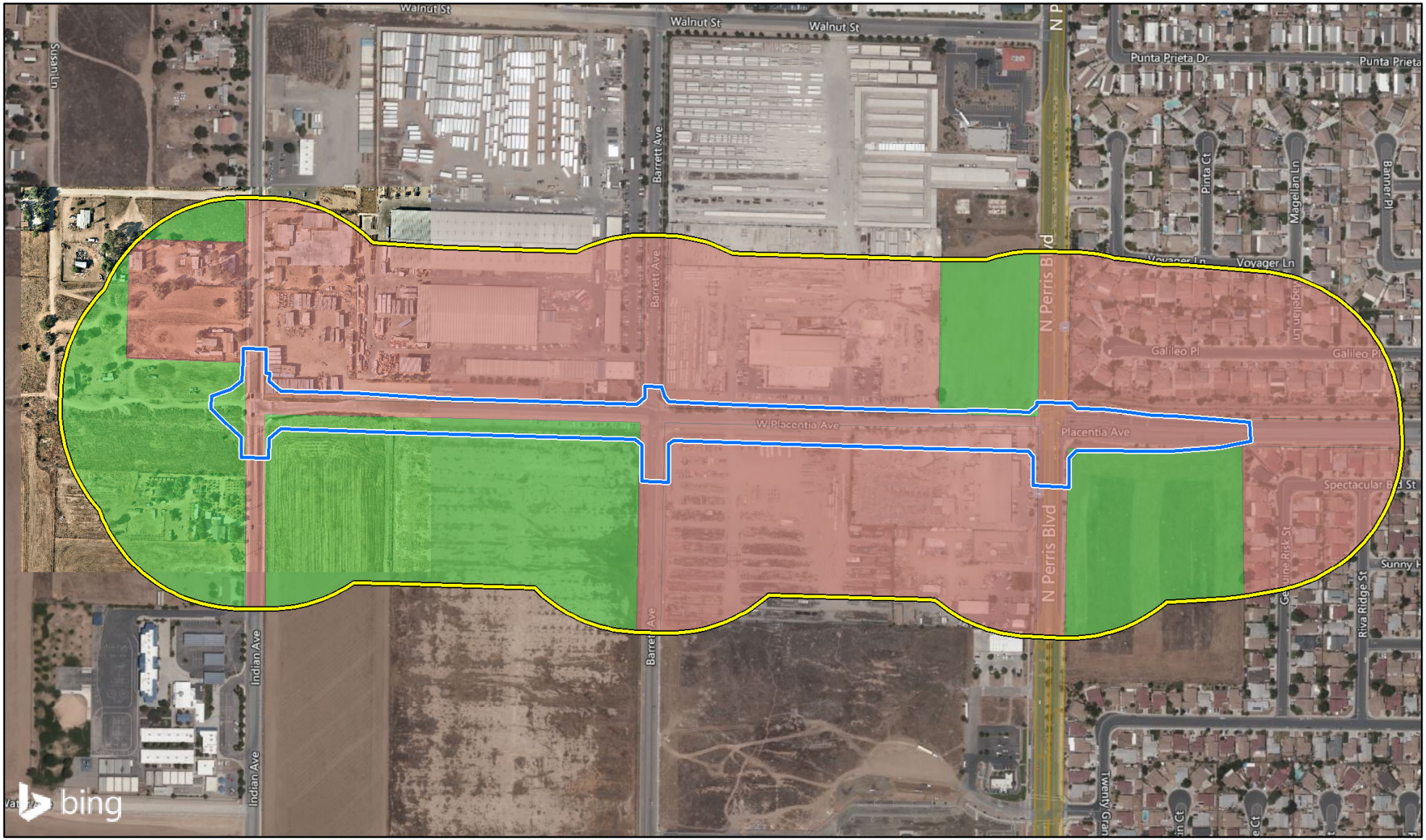

LSA

LEGEND

Biological Study Area

Project Boundary

Vegetation

Developed/Disturbed

Ruderal/Grass

0 230 460

FEET

FIGURE 5

Placentia Avenue Widening Project

Vegetation/Current Land Use

SOURCE: Bing (2019); Nearmap (9/18/2019); TriLake Consultants (11/25/2019)

I:\PIS1904\GIS\MXD\Vegetation_LandUse.mxd (1/21/2020)

Photo 1: View looking southeast of the MSHCP riverine resource/USACE nonwetland downstream end feature at the northwestern corner of West Placentia Avenue and Indian Avenue intersection. The drainage feature will not be impacted directly by the proposed project's curb and gutter/traffic signal installation. However, no ESA fencing will be needed because the I-215/Placentia Avenue Interchange Project will completed prior to this the proposed project and will account for the permanent impacts to this drainage.

Photo 2: View looking east from the western end of the project site along West Placentia Avenue.

LSA

FIGURE 6

Placentia Avenue Widening Project
Site Photographs

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Photo 3: View of highly compacted soils within the existing right-of-way, looking east from the central portion of the project site along West Placentia Avenue.

Photo 4: View of ornamental landscaping looking west from the central portion of the project site along West Placentia Avenue.

Photo 5: View of ornamental trees and the unimproved sidewalk, looking east to the west of Perris Boulevard along West Placentia Avenue.

Photo 6: View of the Perris Boulevard and West Placentia Avenue intersection, looking west from the northeastern corner.

LSA

FIGURE 6

Placentia Avenue Widening Project
Site Photographs

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Photo 7: View looking west of Spokane Street on the eastern end of the project site along West Placentia Avenue.

Photo 8: Typical view of commercial development adjoining the project site.

LSA

FIGURE 6

Placentia Avenue Widening Project
Site Photographs

I:\PIS1904\G\Site_Photos.cdr (1/17/2020)

Photo 9: Another typical view of commercial development adjoining the project site.

Photo 10: View looking south of the off-site recently disked crops located to the southeast of the West Placentia Avenue and Indian Avenue intersection. Annual disking of this field is evident on historical aerial photographs.

Photo 11: View looking southeast at the ruderal vegetation located to the south of the central portion of the project site.

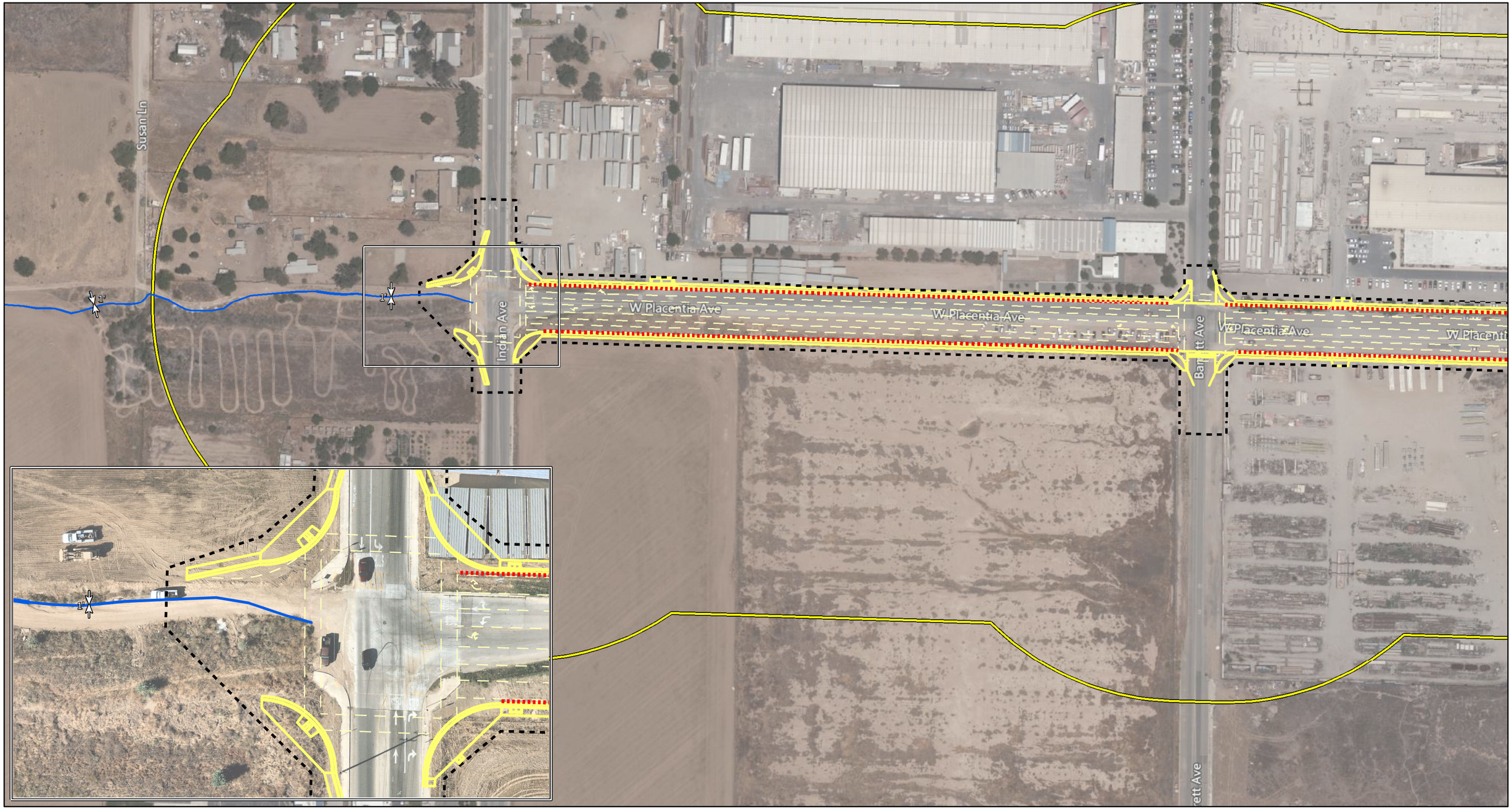
Photo 12: View looking northwest at the off-site ruderal vegetation in the foreground and the West Placentia Avenue and Perris Boulevard intersection in the background.

LSA

FIGURE 6

Placentia Avenue Widening Project
Site Photographs

I:\PIS1904\G\Site_Photos.cdr (1/17/2020)

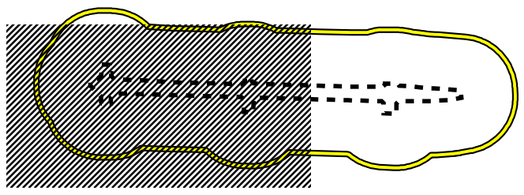


LSA

LEGEND

- Biological Study Area
- Project Boundary
- Proposed Striping
- Proposed Design Features
- Proposed Bikeway - Class II
- Jurisdictional Waters/Riparian-Riverine Resources*

* While an USACE Non-wetland Water/MSHCP riverine feature is within the project boundary, it will not be impacted directly by the proposed project's curb and gutter and traffic signal installation at Placentia and Indian Avenue. Additionally, the I-215/Placentia Avenue Interchange Project will be completed prior to the proposed project and will permanently impact this feature. The figure inset shows a close up of current aerial image (9/18/2019), showing previous disturbance and proposed work to be constructed in relation to location of the existing riverine feature.



0 87.5 175
FEET

SOURCE: Bing (2019); Nearmap (9/18/2019); TriLake Consultants (11/25/2019); LSA (2018)

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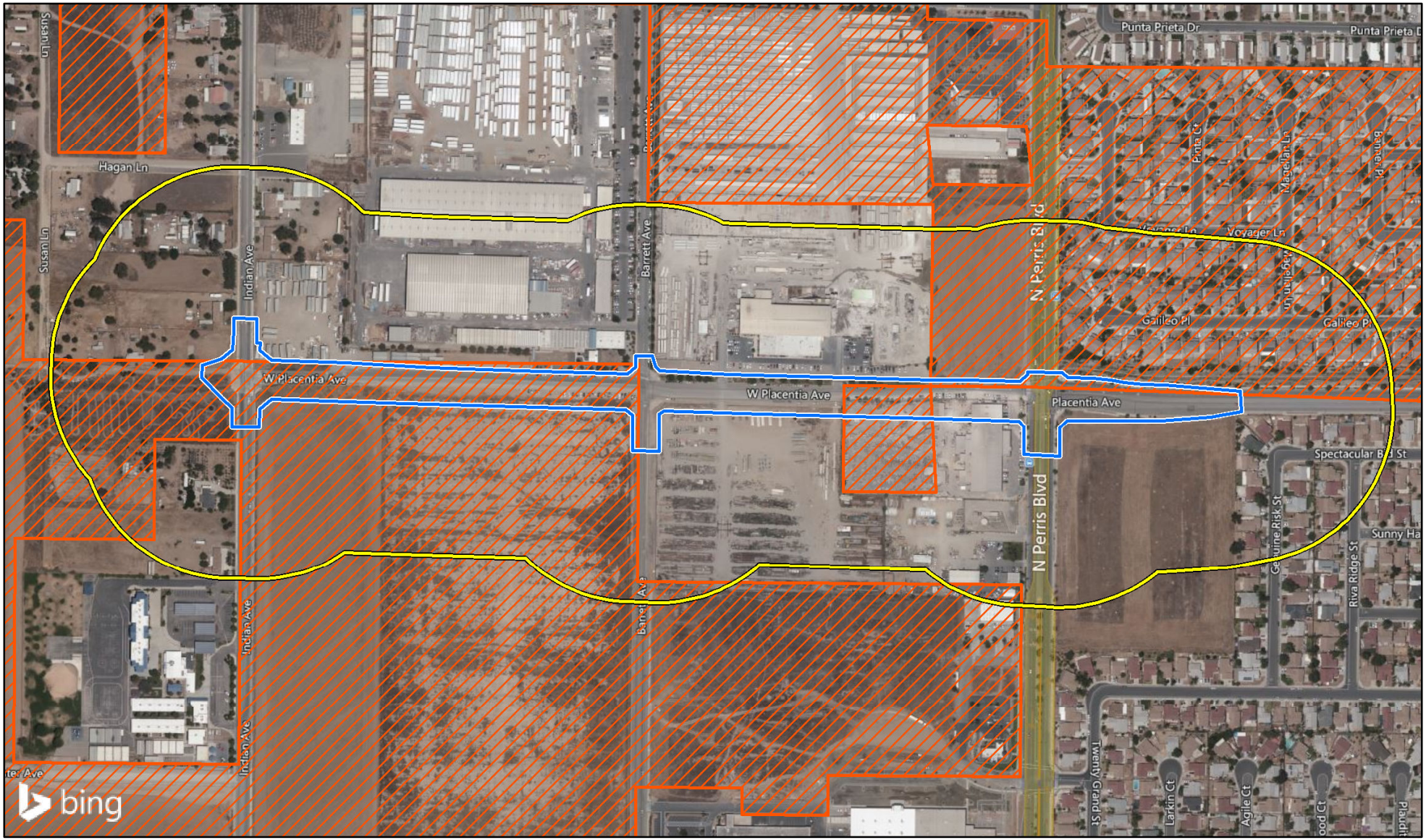
FIGURE 7

Placentia Avenue Widening Project

Jurisdictional Waters/Riparian-Riverine Resources



LSA

FIGURE 8

LEGEND

- Biological Study Area
- Project Boundary
- MSHCP Western Burrowing Owl Survey Area

0 230 460

FEET

Placentia Avenue Widening Project

Western Burrowing Owl Survey Area

SOURCE: Bing (2019); Riv Co MSHCP (2016); TriLake Consultants (11/25/2019)

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APPENDIX B

PLANT AND ANIMAL SPECIES OBSERVED

Plant and Animal Species Observed

Scientific Name	Common Name
CONIFERS	
Pinaceae	**Pine Family**
Pinus sp.	Pines
EUDICOT FLOWERING PLANTS	
Amaranthaceae	**Amaranth Family**
*Amaranthus albus**	Tumbling pigweed
Amaranthus palmeri	Carelessweed
Anacardiaceae	**Sumac Family**
*Schinus molle**	Peruvian pepper tree
Asteraceae	**Sunflower Family**
Ambrosia acanthicarpa	Annual bur-sage
Baccharis salicifolia	Mulefat
*Centaurea melitensis**	Tocalote
*Centaurea solstitialis**	Yellow star-thistle
*Erigeron bonariensis**	Flax-leaved horseweed
Erigeron canadensis	Common horseweed
Helianthus annuus	Western sunflower
Heterotheca grandiflora	Telegraph weed
*Lactuca serriola**	Prickly lettuce
*Pulicaria paludosa**	Spanish sunflower
Sonchus sp.*	Sowthistles
Boraginaceae	**Borage Family**
Heliotropium curassavicum	Salt heliotrope
Brassicaceae	**Mustard Family**
*Brassica nigra**	Black mustard
*Hirschfeldia incana**	Shortpod mustard
*Raphanus raphanistrum**	Jointed charlock
*Sisymbrium irio**	London rocket
Chenopodiaceae	**Goosefoot Family**
*Chenopodium album**	Lambs quarters
*Salsola tragus**	Russian-thistle
Croton setigerus	Doveweed
Fabaceae	**Legume Family**
*Medicago polymorpha**	Common burclover
*Melilotus indicus**	Sourclover

Plant and Animal Species Observed

Scientific Name	Common Name
Geraniaceae	**Geranium Family**
*Erodium botrys**	Long-beaked filaree
*Erodium cicutarium**	Redstem filaree
Lamiaceae	**Mint Family**
*Marrubium vulgare**	Horehound
Malvaceae	**Mallow Family**
*Malva parviflora**	Cheeseweed
Moraceae	**Mulberry Family**
*Ficus benjamina**	Weeping Chinese banyan
Oleaceae	**Olive Family**
Fraxinus sp.	Ash
*Ligustrum lucidum**	Glossy privet
Oxalidaceae	**Oxalis Family**
*Oxalis pes-caprae**	Bermuda buttercup
Plantaginaceae	**Plantain Family**
*Plantago major**	Common plantain
Platanaceae	**Sycamore Family**
Platanus racemosa	Western sycamore
Polygonaceae	**Buckwheat Family**
Eriogonum gracile	Slender woolly wild buckwheat
*Rumex crispus**	Curly dock
Salicaceae	**Willow Family**
Salix exigua	Narrow-leaved willow
Salix gooddingii	Goodding's black willow
Simaroubaceae	**Simarouba Family**
*Ailanthus altissima**	Tree of heaven
Solanaceae	**Nightshade Family**
*Datura stramonium**	Thorn-apple
*Nicotiana glauca**	Tree tobacco
MONOCOT FLOWERING PLANTS	
Arecaceae	**Palm Family**
*Washingtonia robusta**	Mexican fan palm
Cyperaceae	**Sedge Family**
Cyperus eragrostis	Tall umbrella-sedge

Plant and Animal Species Observed

Scientific Name	Common Name
Poaceae	**Grass Family**
*Avena fatua**	Wild oat
*Bromus diandrus**	Ripgut grass
Bromus madritensis ssp. *rubens**	Red brome
*Cynodon dactylon**	Bermuda grass
*Festuca perennis**	Perennial rye
*Hordeum murinum**	Hare barley
Leptochloa fusca	Mexican sprangletop
*Pennisetum setaceum**	Crimson fountain grass
*Polypogon monspeliensis**	Rabbitfoot grass
Stipa lepida	Foothill needle grass
*Triticum aestivum**	Common wheat
REPTILES	
Phrynosomatidae	**Phrynosomatid Lizards**
Sceloporus occidentalis	Western fence lizard
BIRDS	
Columbidae	**Pigeons and Doves**
*Columba livia**	Rock pigeon
Zenaida macroura	Mourning dove
Charadriidae	**Plovers and Lapwings**
Charadrius vociferus	Killdeer
Laridae	**Gulls, Terns, and Skimmers**
Larus californicus	California gull
Falconidae	**Caracaras and Falcons**
Falco sparverius	American kestrel
Tyrannidae	**Tyrant Flycatchers**
Sayornis nigricans	Black phoebe
Sayornis saya	Say's phoebe
Corvidae	**Crows and Jays**
Corvus brachyrhynchos	American crow
Mimidae	**Mockingbirds and Thrashers**
Mimus polyglottos	Northern mockingbird
Sturnidae	**Starlings**
*Sturnus vulgaris**	European starling
Passerellidae	**New World Sparrows**
Melospiza melodia	Song sparrow
Zonotrichia leucophrys	White-crowned sparrow

Plant and Animal Species Observed

Scientific Name	Common Name
Icteridae	**Blackbirds**
Sturnella neglecta	Western meadowlark
Parulidae	**Wood Warblers**
Setophaga coronata	Yellow-rumped warbler
MAMMALS	
Leporidae	**Rabbits and Hares**
Sylvilagus audubonii	Audubon's cottontail
Sciuridae	**Squirrels, Chipmunks, and Marmots**
Otospermophilus beecheyi	California ground squirrel

*Nonnative species

Appendix C: Native American Consultation

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CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Ms. Amanda Vance
Chairperson
Augustine Band of Cahuilla Mission Indians
P.O. Box 846
Coachella, CA 92236

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Ms. Amanda Vance:

The City of Perris is notifying the Augustine Band of Cahuilla Mission Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

Assembly Bill 52 (AB 52) requires local governments to consult with California Native American Tribes that request such consultation in writing. Taking into account tribal cultural, scientific, and archaeological values, the consultation process is intended to identify potential impacts to Tribal Cultural Resources (TCRs) and define appropriate mitigation prior to the release of a CEQA document for public review. Pursuant to AB 52, a tribe has 30 days from notification of a project to request consultation. The City is currently notifying those tribes that may wish to enter into consultation regarding the Placentia Avenue Widening Project.

To facilitate consultation with the City, please contact me at your earliest convenience. You may reach me via U.S. mail, telephone, or email at:

Kenneth Phung
Planning Department
City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Daniel Salgado
Chairperson
Cahuilla Band of Indians
52701 U.S. Highway 371
Anza, CA 92539

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Salgado:

The City of Perris is notifying the Cahuilla Band of Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

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Very respectfully,

Kenneth Phung
Planning Department

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DEVELOPMENT SERVICES DEPARTMENT
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135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Ms. Denisa Torres
Cultural Resources Manager
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, California 92220

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Ms. Denisa Torres:

The City of Perris is notifying the Morongo Band of Mission Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

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DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Doug Welmas
Chairperson
Cabazon Band of Mission Indians
84-245 Indio Springs Parkway
Indi, CA 92203

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Doug Welmas:

The City of Perris is notifying the Cabazon Band of Mission Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

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DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

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December 26, 2019

Mr. Jeff Grubbe
Chairperson
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Jeff Grubbe:

The City of Perris is notifying the Agua Caliente Band of Cahuilla Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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City of Perris
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Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. John Gomez
Environmental Coordinator
Ramona Band of Cahuilla
P.O. Box 391670
Anza, CA 92539

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. John Gomez:

The City of Perris is notifying the Ramona Band of Cahuilla of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

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DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Joseph Hamilton
Chairperson
Ramona Band of Cahuilla
P.O. Box 391670
Anza, CA 92539

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Joseph Hamilton:

The City of Perris is notifying the Ramona Band of Cahuilla of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Kenneth Phung
Planning Department
City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Joseph Ontiveros
Cultural Resource Department
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Joseph Ontiveros:

The City of Perris is notifying the Soboba Band of Luiseno Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Kenneth Phung
Planning Department
City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Mark Macarro
Chairperson
Pechanga Band of Luiseno Indians
P.O. Box 1477
Temecula, CA 92593

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Mark Macarro:

The City of Perris is notifying the Pechanga Band of Luiseno Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Ms. Mercedes Estrada
Santa Rosa Band of Cahuilla
P.O. Box 391820
Anza, CA 92539

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Ms. Mercedes Estrada:

The City of Perris is notifying the Santa Rosa Band of Cahuilla of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of 6sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Michael Mirelez
Cultural Resource Coordinator
Torres-Martinez Desert Cahuilla Indians
P.O. Box 1160
Thermal, CA 92274

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Michael Mirelez:

The City of Perris is notifying the Torres-Martinez Desert Cahuilla Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

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PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

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December 26, 2019

Ms. Patricia Garcia-Plotkin
Director
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Ms. Patricia Garcia-Plotkin:

The City of Perris is notifying the Agua Caliente Band of Cahuilla Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

Assembly Bill 52 (AB 52) requires local governments to consult with California Native American Tribes that request such consultation in writing. Taking into account tribal cultural, scientific, and archaeological values, the consultation process is intended to identify potential impacts to Tribal Cultural Resources (TCRs) and define appropriate mitigation prior to the release of a CEQA document for public review. Pursuant to AB 52, a tribe has 30 days from notification of a project to request consultation. The City is currently notifying those tribes that may wish to enter into consultation regarding the Placentia Avenue Widening Project.

To facilitate consultation with the City, please contact me at your earliest convenience. You may reach me via U.S. mail, telephone, or email at:

Kenneth Phung
Planning Department
City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Ms. Paul Macarro
Cultural Resources Coordinator
Pechanga Band of Luiseno Indians
P.O. Box 1477
Temecula, CA 92593

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Paul Macarro:

The City of Perris is notifying the Pechanga Band of Luiseno Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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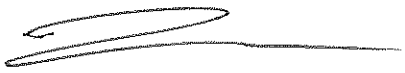
Very respectfully,



Kenneth Phung
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PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Robert Martin
Chairperson
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, California 92220

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Robert Martin:

The City of Perris is notifying the Morongo Band of Mission Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

CITY OF PERRIS

DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Scott Cozart
Chairperson
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92583

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Scott Cozart:

The City of Perris is notifying the Soboba Band of Luiseno Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department

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DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
135 NORTH D STREET, PERRIS, CA 92570-2200

TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Shane Chapparosa
Chairperson
Los Coyotes Band of Cahuilla and Cupeño Indians
P.O. Box 189
Warner Springs, CA 92086-0189

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Shane Chapparosa:

The City of Perris is notifying the Los Coyotes Band of Cahuilla and Cupeño Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Kphung@cityofperris.org

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Very respectfully,

Kenneth Phung
Planning Department

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TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Steven Estrada
Chairperson
Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Steven Estrada:

The City of Perris is notifying the Santa Rosa Band of Cahuilla Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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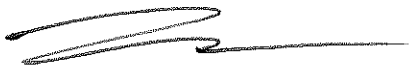
Very respectfully,



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TEL.: (951) 943-5003 FAX: (951) 943-8379

December 26, 2019

Mr. Travis Armstrong
Tribal Historic Preservation Officer
Morongo Band of Mission Indians
12700 Pumarra Road
Banning, California 92220

Subject: Assembly Bill 52 Consultation, Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project

Dear Mr. Armstrong:

The City of Perris is notifying the Morongo Band of Mission Indians of the proposed Placentia Avenue Widening - Indian Avenue to Perris Boulevard Project, which includes the widening of Placentia Avenue from Indian Avenue to Perris Boulevard from two lanes to six lanes (three lanes in each direction). The roadway currently consists of two east-west lanes (one lane in each direction) within a variable-width right-of-way, within the jurisdiction of the City. The proposed project includes intersection improvements, roadway widening, installation of sidewalk and storm drain facilities, modification of the existing traffic signal, and installation of a new traffic signal at the intersection of Placentia Avenue and Indian Avenue. Additional improvements would be constructed as necessary at Placentia Avenue east of the Perris Boulevard intersection to accommodate the proposed widened road and new traffic lanes, consisting of the widening of the street at the south side and modification of existing striping. It is depicted on the United States Geological Survey (USGS) *Perris, California* topographic quadrangle map (Figure 1). This segment was the subject of a cultural resources study (2012) for the Mid County Parkway project that produced negative results for the portion of the Area of Potential Effect that includes the Placentia Avenue Widening Project.

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Planning Department
City of Perris
101 North D Street
Perris, CA 92570, (951) 943-5003 x257
Kphung@cityofperris.org

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 770-6300 • Fax (951) 506-9491

January 9, 2020

VIA E-MAIL and USPS

Kenneth Phung
City of Perris
Planning Department
101 North D Street
Perris, CA 92570

PECHANGA TRIBE REQUEST FOR CONSULTATION PURSUANT TO AB 52 FOR PLACENTIA AVENUE WIDENING – INDIAN AVENUE TO PERRIS BOULEVARD PROJECT.

Dear Mr. Phung,

This letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe") a federally recognized Indian tribe and sovereign government in response to the AB 52 notice provided by the City of Perris.

This letter serves as the Tribe's formal request to begin consultation under AB 52 for this Project. Per AB 52, we intend to assist the City in determining the type of environmental document that should be prepared for this Project (i.e. EIR, MND, ND); with identifying potential tribal cultural resources (TCRs); determining whether potential substantial adverse effects will occur to them; and to develop appropriate preservation, avoidance and/or mitigation measures, as appropriate. Preferred TCR mitigation is always avoidance and the Tribe requests that all efforts to preserve sensitive TCRs be made as early in the development process as possible.

Please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project, and that these comments be incorporated into the record of approval for this Project.

The Pechanga Tribe asserts that the Project area is part of '*Atáaxum* (Luiseño), and therefore the Tribe's, aboriginal territory as evidenced by the existence of cultural resources, named places, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive 'Atáaxum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the

Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history with the City and other projects within the area. During our consultation we will provide more specific, confidential information on potential TCRs that may be impacted by the proposed Project.

As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the TCRs that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the City on ensuring that a full, comprehensive environmental review of the Project's impacts is completed, including addressing the culturally appropriate and respectful treatment of human remains and inadvertent discoveries. At this time, we are requesting archaeological, geotechnical, and conceptual grading plans.

In addition to those rights granted to the Tribe under AB 52, the Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the City of Perris in protecting the invaluable Pechanga cultural resources found in the Project area. The formal contact person for this Project will be Ebru Ozdil. Please contact her at 951-770-6313 or at eozdil@pechanga-nsn.gov within 30 days of receiving these comments so that we can begin the consultation process. Thank you.

Sincerely,

Tuba Ebru Ozdil
Cultural Analyst

Cc Pechanga Office of the General Counsel

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

03-041-2019-014

January 23, 2020

[VIA EMAIL TO:kphung@cityofperris.org]
City of Perris
Mr. Kenneth Phung
135 North D Street
Perris, CA 92570-2200

Re: AB52 Consultation, Placentia Avenue Widening-Indian Avenue to Perris Boulevard

Dear Mr. Kenneth Phung,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Placentia Avenue Widening project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*A copy of the records search with associated survey reports and site records from the information center.

*This letter does not conclude consultation. Upon receipt of requested materials the ACBCI THPO may have additional recommendations or require further mitigation measures.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)883-1327. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Arysa Gonzalez Romero
Historic Preservation Technician
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

The City appreciates your participation to this process and looks forward to your response.

Very respectfully,

Kenneth Phung
Planning Department