DRAFT

Initial Study and Mitigated Negative Declaration

Western Way Widening and Improvements Project

Perris, California

Lead Agency:

City of Perris
101 North D Street
Perris, California 92570

Prepared by:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

215 North Fifth Street
Redlands, California 92374

February 2026

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DRAFT MITIGATED NEGATIVE DECLARATION

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

Project Proponent: City of Perris
101 North D Street
Perris, California 92570

Project Location: The Project Site is located in the City of Perris, Riverside County, California. The Project Site includes a 0.5-mile segment of Western Way between Van Buren Boulevard at the City's northern limits, to Harley Knox Boulevard within the Perris Valley Commerce Center Specific Plan Area and the North Perris Road and Bridge Benefit District.

Project Description: The Project includes the widening of the Western Way right-of-way (ROW) from Van Buren Boulevard to Harley Knox Boulevard (approximately 0.5-mile) with four 12-foot wide through lanes, including left turning lanes at the intersection of Nandina Avenue and Western Way. The Project would install new sidewalks and a retaining wall as well as relocate traffic signals, streetlights, crosswalks, ADA compliant ramps, sidewalks, and curb and gutter within the ROW. Some utilities within the ROW would also be relocated as part of the widening. Financing for the design and ROW acquisition would come from local funds.

Public Review Period: February 5, 2026 to March, 9, 2026

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: **Seasonal Pre-Construction Crotch's Bumble Bee Nesting Survey and No-Work Buffer Establishment Around Active Crotch's Bumble Bee Nests.** If Crotch's bumble bee is still a candidate for listing or has been listed under California ESA at the time of Project implementation, the following shall be implemented. For work occurring during the nesting season (defined as March 15 through September 15 for purposes of this Project), a pre-construction Crotch's bumble bee nesting survey shall occur prior to ground-disturbing or vegetation-trimming activities within the Project's work area and a 50-foot buffer. A qualified Crotch's bumble bee biologist will conduct a Crotch's bumble bee nesting survey within 1

week of ground disturbing construction activities. Surveys shall be conducted during daylight hours when ambient temperatures are between 60 and 90 degrees Fahrenheit (°F). In the event that a bumble bee nest is suspected (i.e., bumble bee was observed to have entered a burrow or disappeared under a shrub or into thatch), the suspected nest location will be passively observed for at least 20 minutes to confirm the presence/absence of a nest. A 50-foot buffer will be established and visibly flagged for avoidance if a nest location is discovered, and the discovery shall be reported to CDFW by the qualified Crotch's bumble bee biologist within 24 hours of discovery. During active construction, the Crotch's bumble bee biologist will monitor the nest on a weekly basis and will update the buffer size as necessary to ensure protection. Construction activities will not occur within the buffer until the nest is no longer active, as determined by the qualified Crotch's bumble bee biologist; CDFW will be notified prior to deactivation of the avoidance buffer and commencement of construction activities in this area. Application for a Section 2081 incidental take permit may be required should CDFW determine that avoidance measures are insufficient to avoid significant impacts to this candidate species.

BIO-2: **Worker Environmental Awareness Program.** Prior to the start of construction, a Worker Environmental Awareness Program (WEAP) will be developed by the Applicant. A qualified biologist with experience with the sensitive biological resources in the region will present the WEAP to all personnel working on the Project Site (either temporarily or permanently) prior to the start of Project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but will not be limited to: discussions of the sensitive biological resources associated with the Project, Project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with Project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training will be kept on the site at the construction or Project office.

BIO-3: **Biological Monitoring.** A qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area will be present during initial ground-disturbing and vegetation removal activities related to the Project. Biological monitoring duties will include, but are not limited to, conducting worker education training (BIO-2), verifying compliance with Project permits, and ensuring Project activities stay within designated work areas. The biological monitor will have the right to halt all activities in the area affected if a special-status species is identified in a work area and is in danger of injury or mortality. If work is halted in the area affected as determined by the biological monitor, work will proceed only after the hazards to the individual are removed and the animal is no longer at risk, or the individual has been moved from harm's way in accordance with the Project's permits and/or management/translocation plans. The biological monitor will take representative photographs of the daily activities and will also maintain a daily log that documents general Project activities and compliance with the Project's permit conditions. Non-compliances will also be documented in the daily log, including any measures that were implemented to rectify the issue. After initial ground

disturbance and vegetation removal is complete and wildlife habitat is no longer present, full time biological monitoring is no longer required unless a special-status species is documented on the Project Site during monitoring or preconstruction surveys.

BIO-4: **Preconstruction Survey for Burrowing Owl.** A preconstruction survey for burrowing owl shall be conducted within the Project Site and adjacent areas within 30 days prior to the start of ground-disturbing activities. The surveys shall follow the methods described in the Western Riverside MSHCP Burrowing Owl Survey Instructions (RCA 2006). If burrowing owl and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified within the Project Site during the survey and impacts to those features are unavoidable, consultation with the RCA and CDFW will be required.

BIO-5: **Preconstruction Nesting Birds Surveys.** Whenever feasible, any ground-disturbing activities shall be conducted outside of the breeding season for birds (approximately January 15 through August 31 for raptors and February 1 through September 15 for songbirds). This will avoid violations of the MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird's breeding season, a preconstruction survey for nesting birds shall be conducted by a qualified biologist who is experienced in conducting nesting bird surveys.

The survey shall occur no more than 3 days prior to the start of ground-disturbing activities. The nesting bird survey shall include the Project Site and adjacent areas (500-foot buffer) where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors), are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for listed species and raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. Once nesting is deemed complete by the Project biologist, work may resume within the buffer.

BIO-6: **Preconstruction Bat Surveys.** Prior to the trimming or removal of any trees within the Project site, a bat habitat assessment will be conducted to examine trees for suitable bat roosting habitat. Trees with quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, palm trees with intact thatch) will be identified and the area around these features will be searched for bats and bat sign (e.g., guano, staining, culled insect parts).

If trees scheduled for removal/modification (i.e., trimming) are determined to be suitable for bat roosting, these activities should be scheduled outside of the bat maternity season to the

greatest extent feasible. Work activities shall occur between September 1 and March 31 or when evening temperatures are not below 45°F and rain is not more than 0.50 inch in 24 hours. If trees with suitable bat roosting habitat are scheduled for trimming or removal during this time frame, removal using the two-step method shall be conducted:

- As much as feasible, vegetation and trees within the area that are not suitable for roosting bats will be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.
- Two-step tree removal will occur over 2 consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice, or exfoliating bark habitat on trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. The intention of this method is to disturb the tree with noise, vibration, and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats.

Cultural Resources

CUL-1: **Contractor Awareness Training Program.** The lead agency shall ensure that a Contractor Awareness Training Program is delivered to train equipment operators about cultural resources. The program shall be designed to inform construction personnel about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the lead agency of any occurrences; Project-specific requirements and mitigation measures; and enforcement of penalties and repercussions for non-compliance with the program.

The training shall be prepared by a qualified professional archaeologist and may be provided either through a brochure, video, or in-person tailgate meeting, as determined appropriate by the archaeologist. The training shall be provided to all construction supervisors, forepersons, and operators of ground disturbing equipment. All personnel shall be required to sign a training roster. The construction manager is responsible for ensuring that all required personnel receive the training. The Construction Manager shall provide a copy of the signed training roster to the lead agency as proof of compliance.

CUL-2: **Post-Review Discoveries.** There always remains the potential for ground-disturbing activities to expose previously unrecorded cultural resources. Both CEQA and Section 106 of the NHPA require the lead agency to address any unanticipated cultural resource discoveries during Project construction. The following procedures shall be required.

- If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

  - If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.

  - If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.

  - If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no- work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: **Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Tribal Cultural Resources

TCR-1: **Cultural Resources Management Plan.** The project proponent shall submit to the lead agency a Cultural Resources Management Plan (CRMP) to outline the process for compliance with applicable cultural resources and tribal cultural resources laws for the duration of the Project. The CRMP shall include the following: identification of all consulting California Native American tribes for the project, description of measures to avoid, minimize, and reduce significant impacts to cultural resources (including both historical and archaeological resources) and tribal cultural resources, unanticipated discovery procedures, monitoring needs, data recovery of significant cultural resources where avoidance is not possible, any pre-designation of reburial areas (which shall remain confidential), anticipated personnel requirements and qualifications. The draft CRMP shall be prepared by a registered professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (U.S. Department of the Interior 2008) and reviewed and approved by the lead agency and consulting tribe(s) for the Project.

TCR-2: **Tribal Monitoring.** Prior to the issuance of any grading permit in which soil would be disturbed, the lead agency shall ensure that an executed agreement for retention of a qualified tribal monitor representing a consulting tribe to monitor all ground disturbing activity or activity that has the potential to disturb TCRs. This includes, but is not limited to, any fence installation, staging work, clearing and grubbing, and grading activities. The monitor must be given a minimum of 7 days notice of the opportunity to be present during these activities and may coordinate closely with the archaeological monitor, to observe work activities, and assist in ensuring that sensitive TCRs are not adversely affected. The monitor shall be given a reasonable opportunity to inspect soil and other material as work proceeds to assist in determining if a significant tribal resource is present. If a potential tribal resource is identified by the monitor, they may pause or redirect work temporarily in order to closely inspect the potential discovery. If the tribe cannot recommend a monitor or if the tribal monitor does not report at the scheduled time, all work may continue as long as the specified notice of 7 days was provided.

Recovery of cultural items, reburial preparation, and reburial shall also be conducted under the direction of Tribal Monitors.

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LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
AB	Assembly Bill
AC	Asphalt Concrete
ADA	Americans with Disabilities Act
AIUCZ	Air Installations Compatibility Use Zones
ALUCP	Airport Land Use Compatibility Plan
ANSI	American National Standards Institute
APN	Assessors Parcel Number
APZ	Accident Potential Zones
AQMP	Air Quality Management Plan
BERD	Built Environment Resource Directory
BMP	Best Management Practice
BUOW	Burrowing Owl
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CDFW	California Department of Fish and Wildlife
CDO/CAO	Cease and Desist Orders and Clean Up and Abatement Orders
CEQA	California Environmental Quality Act
CH_4	Methane
CHL	California Historic Landmark
CHP	California Highway Patrol
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CPUC	California Public Utilities Commission
CUPA	Certified Unified Program Agency
dBA	A-weighted Decibels
dBA Lmax	maximum A-weighted sound pressure level
DDC	Double Detector Check
DHS	California Department of Health Services
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
ESA	Endangered Species Act

Term	Definition
FAA	Federal Aviation Administration
FDC	Fire Department Connection
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
GHG	Greenhouse Gas
IS/MND	Initial Study/Mitigated Negative Declaration
JPA	Joint Powers Association
Ldn	Day-Night Average
Leq	Equivalent Noise Level
LHMP	Local Hazard Mitigation Plan
LRA	Local Response Area
LSTs	localized significance thresholds
LUST	Leaking Underground Storage Tank
MARB/IPA	March Air Reserve Base/Inland Port Airport
MBTA	Migratory bird Treaty Act
MND	Mitigated Negative Declaration
Morongo	Morongo Band of Indians
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
MUSD	Menifee Union School District
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Areas
NOI	Notice of Intent
NOx	Nitrous Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBD	North Perris Road and Bridge Benefit District
NWI	National Wetland Inventory
O_3	Ozone
OHP	Office of Historic Preservation
OPR	State Office of Planning and Research
Pechanga	Pechanga Band of Indians
PESD	Perris Elementary School District
PM	Particulate Matter
PM2.5	Particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity

Term	Definition
PRC	Public Resources Code
Project	Western Way Widening and Improvements Project
PUHSD	Perris Union High School District
PVC	Perris Valley Channel
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP – C	Perris Valley Commerce Center Commercial
PVCCSP – GI	Perris Valley Commerce Center General Industrial
PVCCSP – LI	Perris Valley Commerce Center Light Industrial
Qvof	early Pleistocene old alluvial valley deposits
RCFD	Riverside County Fire Department
RCIT	Riverside County Information and Technology Services
RCPG	Regional Comprehensive Plan and Guide
Rincon	Rincon Band of Luiseño Indians
ROW	Right-of-way
RSD	Romoland School District
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Geotechnical
SIP	Standard Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SoCAB	South Coast Air Basin
SP	Specific Plan
SRA	Source Receptor Area
SSC	Species of Special Concern
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TCRs	Tribal Cultural Resources
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VVUSD	Val Verde Unified School District

Term	Definition
WDID	Waste Discharge Identification
WEAP	Workers Environmental Awareness Program
WRCOG	Western Regional Council of Governments
Zone B2	High Noise Zone

1.0 BACKGROUND

1.1 Summary

Project Title:	Western Way Widening and Improvements Project
Lead Agency Name and Address:	City of Perris 101 North D Street Perris, California 92570
Contact Person and Phone Number:	Jessica Galloway, Project Manager City of Perris, Engineering Department (951) 287-9903
Project Location:	A 0.5-mile segment of Western Way between Van Buren Boulevard and Harley Knox Boulevard within the Perris Valley Commerce Center Specific Plan (PVCCSP) area and the North Perris Road and Bridge Benefit District (NPRBD), in the City of Perris, Riverside County, California.
General Plan Designation:	Project Site: City of Perris Right-of-Way, Western Way North: Unincorporated Riverside County, March Air Reserve Base South: Light Industrial and Commercial East: General Industrial West: General Industrial and Light Industrial Western Way is a Secondary Arterial and truck route within the PVCCSP area.
Zoning:	Project Site: City of Perris Right-of-Way, Western Way North: Unincorporated Riverside County, March Air Reserve Base South: Perris Valley Commerce Center Light Industrial (PVCC – LI), and Perris Valley Commerce Center Commercial (PVCC – C) East: Perris Valley Commerce Center General Industrial (PVCC – GI) West: PVCC – GI, and PVCC – LI

1.2 Introduction

The City of Perris is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Western Way Widening and Improvements Project (Project) to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and state CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences before approving those projects. The City of Perris will use this CEQA Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR).

In accordance with CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

Jessica Galloway, Project Manager
City of Perris, Engineering Department
101 N D Street,
Perris, California 92570

jgalloway@cityofperris.org

1.3 Surrounding Land Uses/Environmental Setting

The Project proposes the widening of an approximately 0.5-mile linear segment of Western Way within the Perris Valley Commerce Center Specific Plan area and the North Perris Road and Bridge Benefit District. The surrounding land uses are characterized by General Industrial to the east, General Industrial and Light Industrial to the west, Light Industrial and Commercial to the south, and the City of Perris' northern boundary to the north. Development to the north includes Van Buren Boulevard, a Target Fulfilment and Distribution Center, as well as the March Field Air Museum and March Air Reserve Base Inland Port Airport (MARB/IPA). Interstate 215 is located to the west and southwest of the Project Site.

2.0 PROJECT DESCRIPTION

2.1 Project Background

The Project Site includes an approximately 0.5-mile segment of Western Way in Perris, California (Figure 1). The street segment extends from Harley Knox Boulevard at the southern end, to Van Buren Boulevard on the north. Western Way is intersected by Jet Way, Airport Way, and Nandina Avenue. The location of the Project Site is illustrated on Figure 2. Western Way is identified as a truck route within the PVCCSP, characterized by commercial development. At the northern City limits, Western Way intersects with Van Buren Boulevard. Western Way from Harley Knox Boulevard to Van Buren Boulevard is classified as a Secondary Arterial with a 94-foot right-of-way (ROW) per the City of Perris PVCCSP Final Environmental Impact Report (City of Perris 2011).

The Project includes the widening of the Western Way ROW from Van Buren Boulevard to Harley Knox Boulevard (approximately 0.5-mile) with four 12-foot wide through lanes, including left turning lanes at the intersection of Nandina Avenue and Western Way (Figure 3). The Project would acquire portions of ROW from properties on either side of Western Way. The Project would require the partial acquisition of property from the following APNs: 294180033, 294180039, 294180032, 294180033, 294180039, 294190068, 294190077, 294190037, 294190038, and 294190066 to the west, along the southbound travel lane, and 294190050, 294190064, 294190058, 294190057, 294190051, 294190032 to the east, along the northbound travel lane. The Project would also include the installation of new sidewalks and a retaining wall as well as relocate traffic signals, streetlights, ADA compliant ramps, sidewalks, and curb and gutter within the ROW. Some utilities within the ROW would also be relocated as part of the widening. Financing for the design and ROW acquisition would come from local funds allocated from the North Perris Road and Bridge Benefit District (NPRBD).

2.2 Project Characteristics

The Proposed Project would widen the Western Way ROW alignment to an ultimate width of 94-feet north of Nandina Avenue, and an 88- to 84-foot ROW south of Nandina Avenue, to allow for the construction of a 64-foot wide paved surface with four 12-foot wide through lanes, with left turning lanes at the intersection of Nandina Avenue and Western Way. The Project would include signing and striping improvements. The Project would include an improved storm drain system with two water infiltration basins designed to accommodate a 100-year flood event, as well as a two new catch basins and curb and gutter improvements that would improve conveyance and reduce pooling within the Project Site (Figure 3). Flows onsite south of Nandina Avenue would be directed to a new cross gutter just north of Airport Way, that would feed into a new 18-inch storm drain line that would convey project flows to the existing 24-inch storm drain at the intersection of Nandina Avenue and Western Way. Flows to the north of Nandina Avenue would flow to the catch basin north of Nandina Avenue. In addition to the Project's new north and southbound traffic lanes, the Project would include the relocation of traffic signals, crosswalks, and streetlighting, as well as the installation of new, sidewalks, curb and gutter, ADA ramps, and retaining walls. As shown in Figure 4, the location of relocated streetlights would be similar to the existing

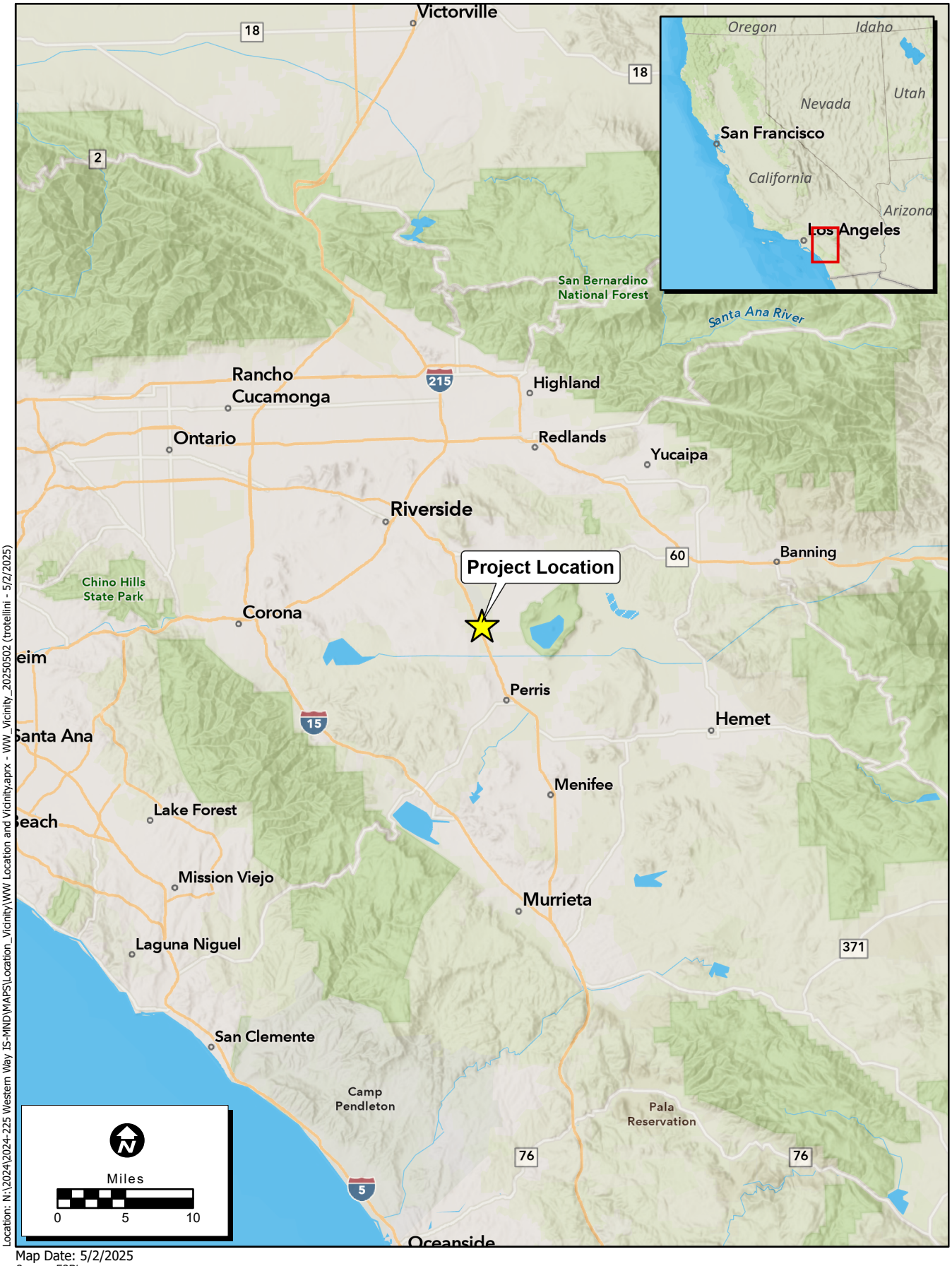
condition. Furthermore, some existing utilities would need to be relocated as part of the Proposed Project, including:

- Electrical Structures
- Electrical Vaults
- Fire Department Connection (FDC) with Double Detector Check (DDC)
- Fire DDC Backflow Converter
- Fire Hydrants
- Retaining Wall
- Utility Box
- Storm Water Quality Device
- Area Drain

Financing for the design and right-of-way acquisition would come from local funds allocated from the NPRBD.

2.3 Project Timing

Construction of the Proposed Project is anticipated to start in January 2027 for a duration of 9 months.



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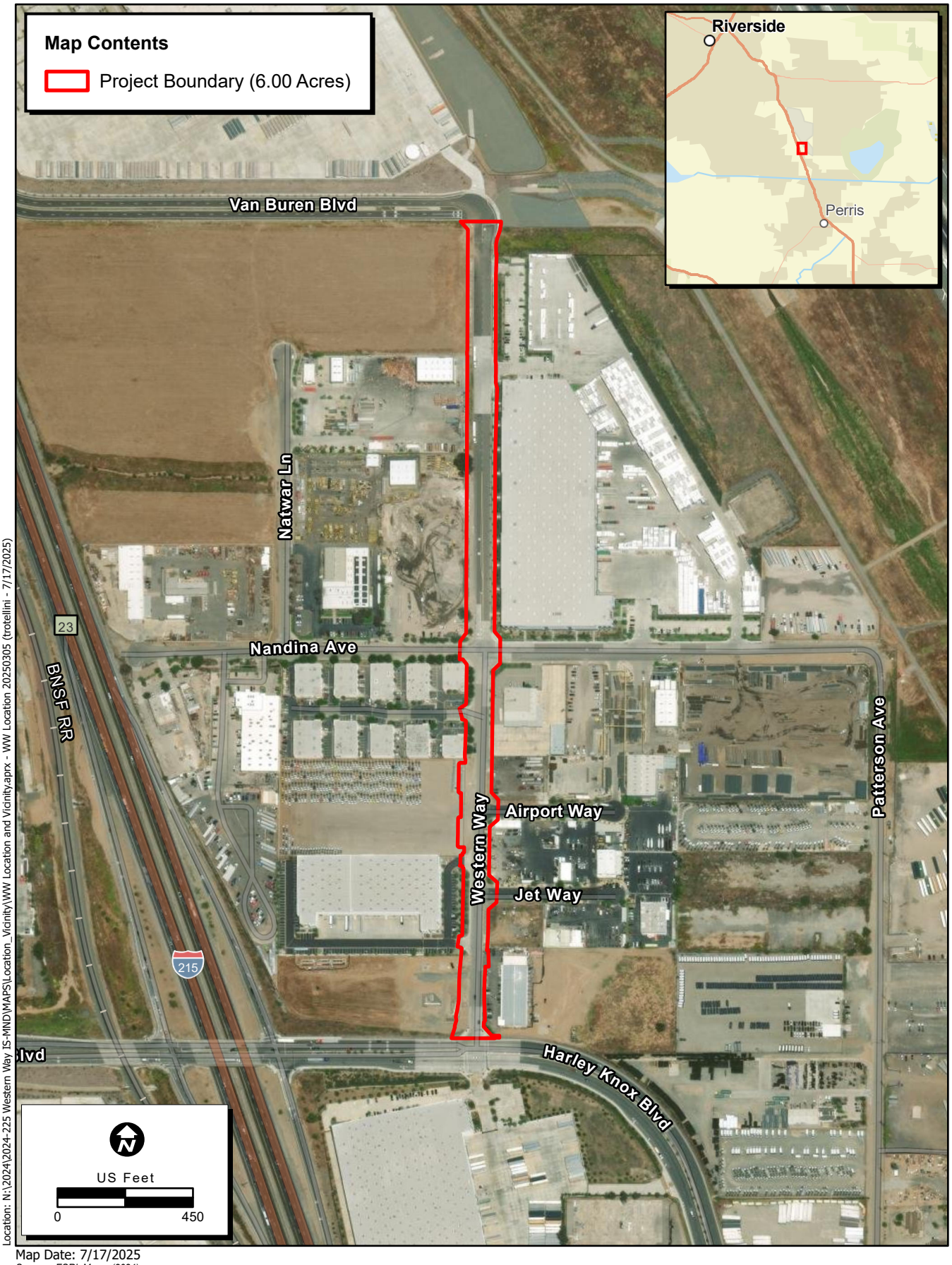
Map Date: 5/2/2025

Sources: ESRI

Figure 1. Project Vicinity



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Map Date: 7/17/2025

Sources: ESRI, Maxar (2024)

Figure 2. Project Location

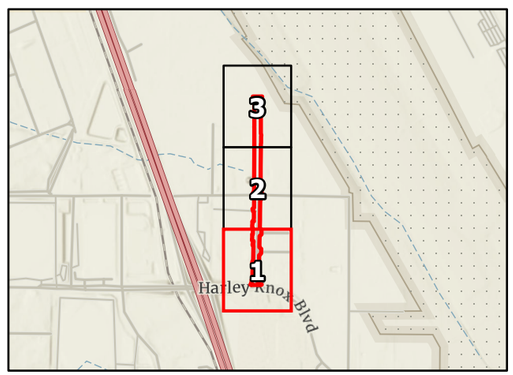
Map Contents

- Project Boundary (6.00 Acres)

Project Features

- Sidewalk
- Grading Limit
- Lane Striping/Configuration
- Preliminary Basin Locations

Sources: ESR$I, Maxar (2024)



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Map Date: 6/2/2025

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Scale in Feet
0 100

Figure 3. Project Site Plan
Sheet 1 of 3
2024-225 Western Way IS-MND

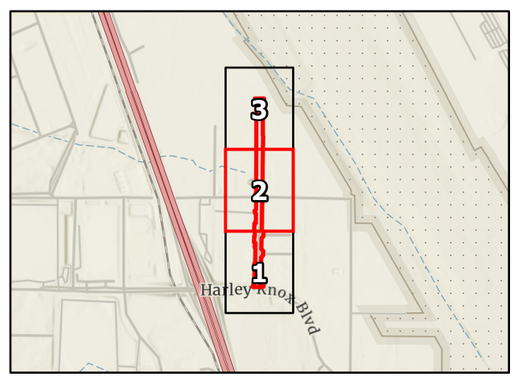
Map Contents

- Project Boundary (6.00 Acres)

Project Features

- Sidewalk
- Grading Limit
- Existing Retaining Wall
- Proposed Retaining Wall
- Lane Striping/Configuration
- Preliminary Basin Locations

Sources: ESR$I, Maxar (2024)



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Map Date: 6/2/2025

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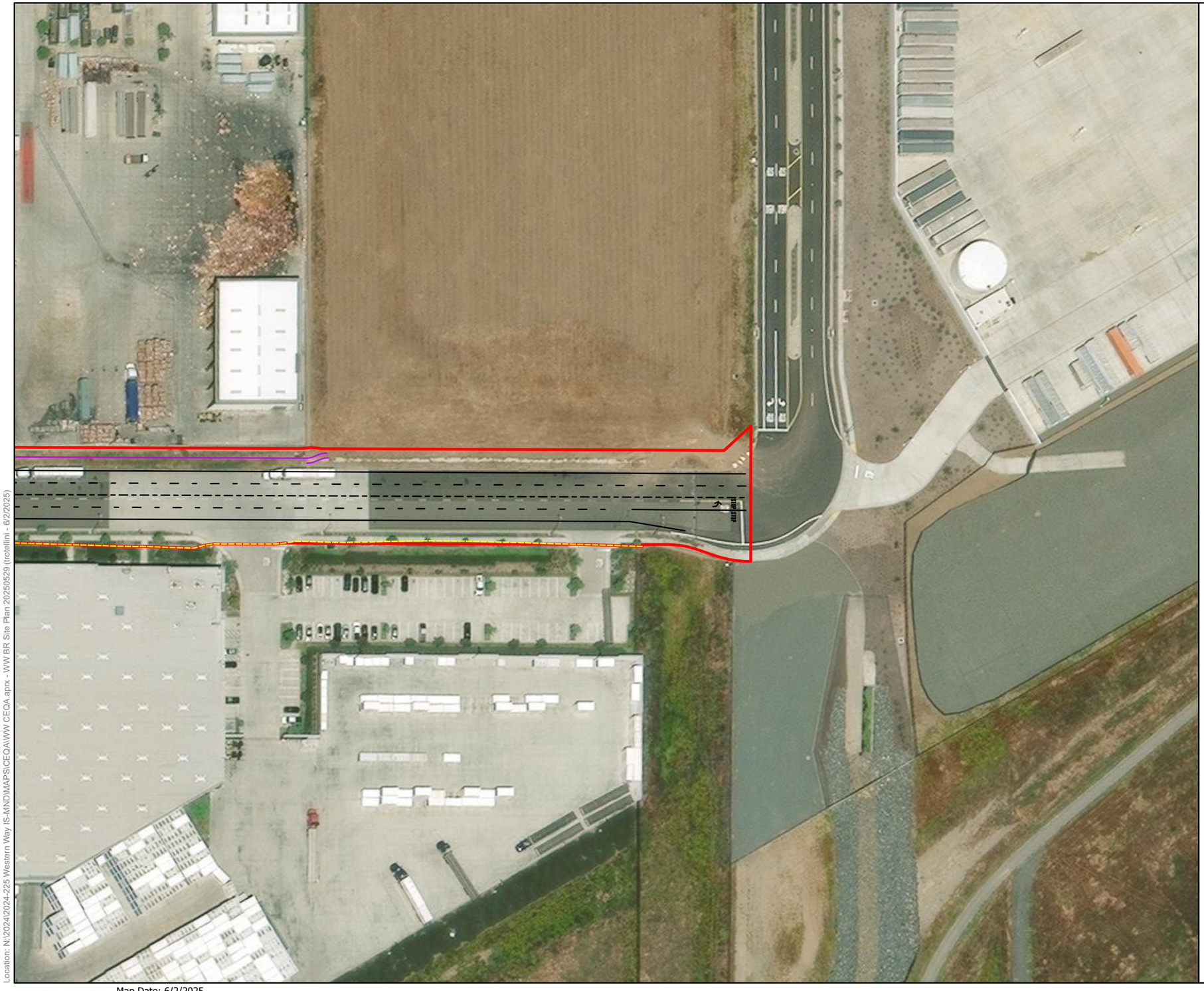
Scale in Feet
0 100

Figure 3. Project Site Plan
Sheet 2 of 3
2024-225 Western Way IS-MND



Map Contents

Project Boundary (6.00 Acres)

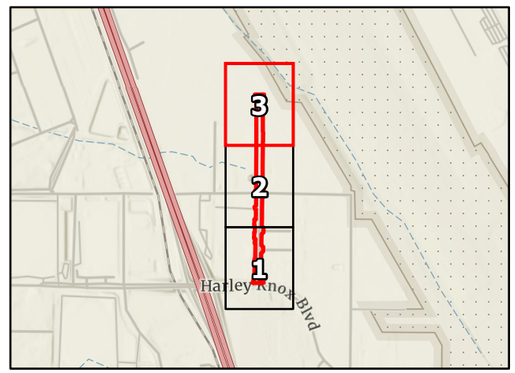
Project Features

Sidewalk

Grading Limit

Lane Striping/Configuration

Sources: ESR$I, Maxar (2024)



Location: N:\2024\2024-225 Western Way IS-MND\MAPS\CEQA\WW CEQA.aprx - WW BR Site Plan 20250529 (trotellini - 6/2/2025)

Map Date: 6/2/2025

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 100

Figure 3. Project Site Plan
Sheet 3 of 3
2024-225 Western Way IS-MND

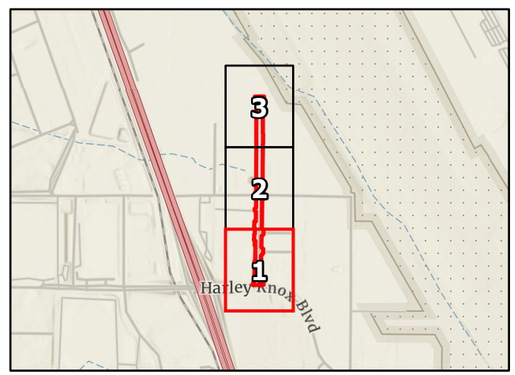
Map Contents

- Project Boundary (6.00 Acres)

Project Features

- Previous Streetlight to be Removed and Replaced
- Street Lights
- Signage

Sources: ESR$I, Maxar (2024)



Location: N:\2024\2024-225 Western Way IS-MND\MAPS\CEQA\WW CEQA.aprx - WW BR Streetlighting 20250529 (trotellini - 6/2/2025)

Map Date: 6/2/2025

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Scale in Feet
0 100

Figure 4. Project Lighting and Signage
Sheet 1 of 2
2024-225 Western Way IS-MND

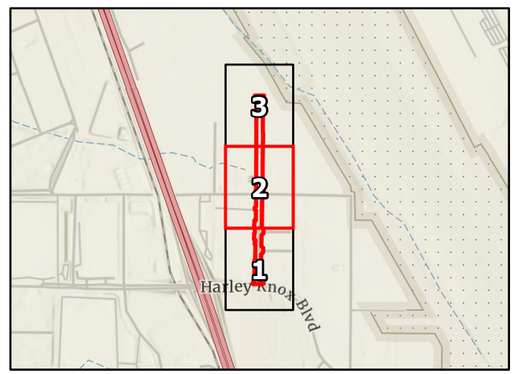
Map Contents

- Project Boundary (6.00 Acres)

Project Features

- Previous Streetlight to be Removed and Replaced
- Street Lights
- Signage

Sources: ESR$I, Maxar (2024)



Location: N:\2024\2024-225 Western Way IS-MND\MAPS\CEQA\WW CEQA.aprx - WW BR Streetlighting 20250529 (trotellini - 6/2/2025)

Map Date: 6/2/2025

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 100

Figure 4. Project Lighting and Signage
Sheet 2 of 2
2024-225 Western Way IS-MND

2.4 Regulatory Requirements, Permits, and Approvals

The Proposed Project would require the following approvals and permits:

- Adoption of the Mitigated Negative Declaration
- NPDES Construction Permit; Stormwater Pollution Prevention Plan (SWPPP)
- ROW acquisition

2.5 Consultation With California Native American Tribe(s)

The City of Perris has notified the following California Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Pechanga Band of Indians, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians, and the Torres-Martinez Desert Cahuilla Indians. No response has yet been received from the Soboba Band of Luiseño Indians and Torres-Martinez Desert Cahuilla Indians. Agua Caliente Band of Cahuilla Indians has deferred formal consultation to other local tribes. The Morongo Band of Mission Indians, Pechanga Band of Indians, and Rincon Band of Luiseño Indians, have requested consultation pursuant to PRC Section 21080.3.1. Section 4.18 of this IS/MND provides a summary of the consultation process, including the determination of significance of impacts to Tribal Cultural Resources (TCRs).

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a *Potentially Significant Impact*, as indicated by the checklist on the following pages.

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

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 will be prepared. ☐

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

I find that the 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. ☐

John Pourkazemi
Agency Representative Name

Signature

City Engineer
Title

1/28/2026
Date

4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 Regional Setting

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view (Caltrans 2025a). Riverside County has numerous State designated Scenic Highways; however, there are no County designated Scenic Highways located within the City of Perris (Caltrans 2025b). The closest officially designated State Scenic Highway is a portion of Highway 243 from Mountain Center to Banning, located more than 22 miles east of the Project Site. The nearest eligible State Scenic Highway is the segment of State Route 74 located approximately 5.6 miles south of the Project Site that extends from Hemet, through Perris, and ends in San Juan Capistrano.

4.1.1.2 Visual Character of the Project Site

The Project Site is located in the northwestern area of the City of Perris, located within the PVCCSP Area (City of Perris 2022a). The Project Site is a roadway from Harley Knox Boulevard to Van Buren Boulevard. The Project Site is adjacent to a developed area and is surrounded by commercial and industrial uses to the north, west, and south.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑

No Impact.

The City of Perris General Plan Open Space Element does not identify scenic vistas within city limits (City of Perris 2006). Various vantage points within the City have views of Lake Perris Dam to the northeast, the Bernasconi Hills to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west, and MARB/IPA Airport to the north-east. The southern boundary of the Project Site abuts Harley Knox Boulevard. Harley Knox Boulevard is identified as a primary gateway to the community by the PVCCSP (City of Perris 2022a). The Proposed Project would widen Western Way to its ultimate width, and would not include structures, or other features within the visual corridor of Harley Knox Boulevard.

The Project would not include structures, or other features with the potential to obstruct medium, or long distant views. Temporary construction activities would alter the aesthetic character of the site during the construction phase of the Project. However, operation of the Project would not substantially alter the visual character of Western Way and surrounding area. Therefore, the scale and location of the Project would not adversely affect a scenic vista within the City. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑

No Impact.

According to the City's General Plan EIR, no notable stands of native or mature trees exist in the City, and no impact is associated with development consistent with the General Plan (City of Peris 2005). Further, as identified in the PVCCSP Final EIR (City of Perris 2011), no specific scenic resources such as trees, rock outcroppings, or unique features exist within the Specific Plan area, including the Project Site.

Western Way is not a scenic highway. The closest officially designated State Scenic Highway is a portion of Highway 243 from Mountain Center to Banning, more than 22 miles east of the Project Site (Caltrans 2025b). The nearest eligible State Scenic Highway is the segment of State Route 74 located approximately 5.6 miles south of the Project Site that extends from Hemet, through Perris, and ends in San Juan Capistrano. Western Way is an existing roadway within the City and does not contain scenic resources. Therefore, the Proposed Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings on or within one mile of a state scenic highway (Caltrans 2025b). No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐

Less than Significant Impact.

CEQA Section 21071 defines an urbanized area as an incorporated city that either has a population of 100,000 persons or has a population of less than 100,000 persons if that city and not more than two

contiguous incorporated cities combined equals at least 100,000 persons (CNRA 2025). According to the United States Census Bureau, the City of Perris had a total population of 78,702 persons during the 2020 Decennial Census (USCB 2020a). However, Perris is adjacent to the incorporated cities of Moreno Valley and Menifee. Moreno Valley had a total population of 208,634 persons during the 2020 Decennial Census and Menifee had a population of 102,527 persons (USCB 2020b, 2020c). Therefore, the City of Perris is an urbanized area under CEQA. The Proposed Project would not conflict with applicable zoning, as the Project is the widening of Western Way to its ultimate design width as a Secondary Arterial.

The Project Site is located within an area characterized by commercial and industrial land uses, and the Proposed roadway design would be compatible with the existing visual character of the Western Way ROW and surrounding PVCCSP Area. Additionally, the Project would include new landscaped areas on either side of Western Way enhancing the visual character of the ROW consistent with the provisions set forth in the PVCCSP. Therefore, long-term beneficial impacts to the visual character of the Project Site and its surroundings would occur.

Short term construction activities could temporarily degrade the existing visual character and quality of the Project Site and surroundings. The Project would include ROW improvements in addition to the new north and southbound traffic lanes which would be visually consistent with the existing roadway segment. During the construction phase various equipment, vehicles, building materials, stockpiles, disposal receptacles, and construction activities could potentially be visible from adjacent streets. However, construction-related activities would be short-term and temporary in nature. Once completed, all general construction activities would cease, along with any construction-related aesthetic impacts. As the impacts to the visual character of the Project Site associated with construction are short-term and temporary in nature, impacts would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Less than Significant Impact.

Project implementation would introduce new sources of nighttime light and glare into the area from street lighting, as the Project would include the installation of new street lighting along Western Way. The Project Site is located approximately 42 miles northwest of Mount Palomar and is therefore within Zone B of the Mount Palomar Nighttime Lighting Policy Area. The Project includes the replacement and construction of Class II lighting, which includes illumination for walkways, streets, equipment yards, parking lots, and outdoor security. As noted by the Board of Supervisors of Riverside County in Ordinance No. 655, class II lighting in Zone B may remain on all night (RivCoCOB 1988).

The Proposed Project would relocate existing streetlights as part of the road widening. The Project would also comply with lighting requirements contained in the PVCCSP and PVCCSP EIR. As further discussed in the Hazards and Hazardous Materials section of this Initial Study, the PVCCSP requires that outdoor

lighting be hooded or shielded to prevent the spillage of lumens or reflection into the sky or above the horizontal plane, to avoid impacts to operations at the MARB/IPA. No nighttime construction is proposed as part of the road widening and any lighting on the construction site at night would be for safety/wayfinding and would not create a new source of substantial light or glare. Therefore, although the Project would introduce new lighting to the Project vicinity, the Project would comply with existing policies and would not create a new source of substantial light. This impact would be less than significant and no mitigation is required.

4.1.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The California Department of Conservation (DOC) Important Farmland Finder WebMap identifies the area south of Nandina Avenue and west of Western Way as Urban and Build Up Land. The area north of Nandina Avenue and east of Western Way, including some of the Project Site, are identified as Farmland of Local Importance (DOC 2022a). The majority of this land is currently developed with commercial and industrial land uses; however, APNs 294-180-013 and -032 are undeveloped (RCIT 2019). The DOC does not identify Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within, or adjacent to, the Project Site (DOC 2022a).

4.2.1.1 Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to agriculture and forestry resources are included in the PVCCSP or its associated PVCCSP EIR.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑

No Impact.

The area identified as Farmland of Local Importance north of Nandina Avenue and east of Western Way is not currently in use as active agricultural land. The site is currently developed with a self-storage facility. The Project Site and surrounding land where ROW is to be acquired are designated as Urban and Built-Up

Land, and Farmland of Local Importance (DOC 2022a). At the time of the biological reconnaissance survey conducted for the Project, area designated as Farmland of Local Importance was not in use as active agricultural production. Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑

No Impact.

The Williamson Act is a means to restrict the uses of agricultural and open space lands to farming and ranching uses during the length of the contract period. The Project Site is not zoned for agricultural use and is not subject to a Williamson Act contract (DOC 2022b). The Project Site is located within a developed urbanized area where there are no active agricultural uses. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☑

No Impact.

The Project Site is not zoned for forest land, timberland, or timberland production (City of Perris 2024). The Project Site and the surrounding areas are developed and do not contain forest land or timberland. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact.

The Proposed Project is not zoned for forest land, timberland, or timberland production (City of Perris 2024; DOC 2022a). The Proposed Project is located in a developed urbanized area and would not convert forest land to non-forest use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

No Impact.

The Proposed Project is not zoned for forest land, timberland, or timberland production (City of Perris 2024; DOC 2022a). The Proposed Project is located in a developed urbanized area and would not convert forest land to non-forest use. The Proposed Project would not result in the conversion of forest land to non-forest use and would not convert Farmland to non-agricultural use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.3 Air Quality

This air quality assessment was prepared using methodologies and assumptions recommended in the rules and regulations of the South Coast Air Quality Management District (SCAQMD). The purpose of this analysis is to estimate Project-generated criteria air pollutant emissions attributable to the Project and to determine the level of impact the Project would have on the environment.

4.3.1 Environmental Setting

The City of Perris is located within Riverside County. The California Air Resource Board (CARB) has divided California into regional air basins according to topographic features. The City of Perris portion of Riverside County is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The air basin is on a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean on the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants

representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), particulate matter (PM), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The portion of Riverside County encompassing the City of Perris and the Project Site is designated as a nonattainment area for the state O_3, fine particulate matter ($PM_{2.5}$) and course particulate matter (PM_{10}) standards and is also a nonattainment area for the federal O_3 and $PM_{2.5}$ standards (CARB 2023).

The local air quality regulating authority for the Project Site is the SCAQMD. The SCAQMD's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities associated with the Proposed Project:

> *Rule 402 (Nuisance)* – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
>
> *Rule 403 (Fugitive Dust)* – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible PM are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.
>
> a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
>
> b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
>
> c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

Rule 1108 (Volatile Organic Compounds) – This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during the construction of the site-specific development and infrastructure projects permitted by the Transit-Oriented Development Plans must comply with SCAQMD Rule 1108.

- *Rule 1113 (Architectural Coatings)* – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4.3-1.

Table 4.3-1 SCAQMD Regional Significance Thresholds – Pounds per Day

Air Pollutant	Construction Activities	Operations
Reactive Organic Gas	75	55
Carbon Monoxide	550	550
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Source: SCAQMD 2023

Air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

In addition to regional significance thresholds described above, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The Project Site is located within SCAQMD SRA 24 (Perris Valley).

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑

No Impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a Standard Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal CAA, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted and adopted the 2022 Air Quality Management Plan (AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, CARB, SCAG, and the USEPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) The Project is subject to the SCAQMD's AQMP.

According to the SCAQMD, in order to determine consistency with SCAQMD's air quality planning two main criteria must be addressed.

4.3.2.1 Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

As shown in Table 4.3-2 and Table 4.3-3 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction. The Project would result in negligible amounts of emissions during operations. Therefore, the Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 4.3-2 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. The Project would result in negligible amounts of emissions during operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

4.3.2.2 Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based, in part, on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented in its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant emissions in the City of Perris. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Perris General Plan is referenced by SCAG in order to assist forecasting future growth in the city.

The Project includes the widening of Western Way from Van Buren Boulevard to Harley Knox Boulevard (approximately 2,770 feet), to a maximum width of 94 feet, expanding the roadway from two lanes to four in an effort to address existing traffic deficiencies. In addition, the Project would include the relocation of traffic signals, street lighting, and crosswalks as well as the installation of new sidewalks, curb and gutter, and ADA ramps. The Project is not proposing to amend the City General Plan and is consistent with all land use designations applied to the site. As such, the Project would not be contributing to an increase in population, housing or employment growth. The Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. As a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by SCAQMD to develop the 2022 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.) Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project involves the widening of an existing roadway and would not introduce new housing or employment opportunities. The Project is consistent with the land use designation and development density presented in the City's General Plan and therefore, would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality. The Proposed Project would not result in a long-term impact on the region's ability to meet state and federal air quality standards. The Proposed Project's long-term influence would also be consistent with the goals and policies of the SCAQMD's 2022 AQMP.

The Project would be consistent with the emission-reduction goals of the 2022 AQMP. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐

Less Than Significant Impact.

Air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulatively considerable.

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Riverside County and Project information provided by the Project Site Plan, including the proposed length (2,770 feet) and maximum width (94 feet) of the roadway improvements. As the Project is proposing improvements to an existing roadway, operational air quality impacts are discussed qualitatively.

4.3.2.3 Construction Impacts

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place,

and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

As described above, construction-generated emissions associated with the Proposed Project were calculated using CalEEMod. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Regional Construction Significance Analysis

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-2. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Table 4.3-2. Construction-Related Criteria Air Pollutant Emissions (Regional Significance Analysis)

Construction Activity	Pollutant (maximum pounds per day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Calendar Year One	3.27	32.50	30.90	0.07	7.45	4.11
Construction Calendar Year Two	2.32	17.20	25.00	0.04	0.85	0.65
SCAQMD Regional Significance Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Regional Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken from the season, summer or winter, with the highest outputs. Project construction generated emissions are calculated using a combination of CalEEMod model defaults for Riverside County and information provided on the Project Site Plan, specifically the length and width of the proposed roadway. Emissions account for the export of 9,335 tons of pavement from the Project Site. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

As shown in Table 4.3-2, emissions generated during Project construction would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard.

Localized Construction Significance Analysis

The nearest sensitive land use that would be impacted by construction activities consist of residences located approximately 334 meters (1,095 feet) south of the Project Site fronting Oleander Avenue. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level proposed projects. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. LST analysis for construction is applicable for all projects that disturb five acres or less in a single day. The Project is proposing the widening of a 2,770-foot span of roadway with a new maximum width of 94 feet totaling approximately 5.98 acres (2,770 feet x 94 feet = 260,380 square feet / 43,560 square feet= 5.98 acres). As such, the Project's emissions are compared to the five-acre LST Threshold for SRA 24 established by SCAQMD.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The single-family residences closest to the Project Site are located approximately 334 meters south of the Project Site fronting Oleander Avenue. As such, the 200 meter LST threshold distance was used for a conservative analysis.

The SCAQMD's methodology clearly states that "…offsite mobile emissions from a project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod *onsite* emissions outputs were considered. Table 4.3-3 presents the results of localized emissions. The LSTs reflect a maximum disturbance of the entire Project Site daily at 200 meters from sensitive receptors.

Table 4.3-3. Construction-Related Emissions (Localized Significance Analysis)				
Activity	**Onsite Pollutant (pounds per day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	20.7	19.00	0.84	0.78
Site Preparation	29.20	28.80	1.24	1.14
Grading	15.00	17.40	0.65	0.59
Building Construction, Paving and Architectural Coating	23.91	32.89	1.00	0.91
SCAQMD Localized Significance Threshold (5.0 acre of disturbance at 200 meters)	*488*	*6,860*	*96*	*31*
Exceed SCAQMD Localized Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Emissions taken from the season, summer or winter, with the highest outputs. Project construction generated emissions are calculated using a combination of CalEEMod model defaults for Riverside County and information provided on the Project Site Plan, specifically the length and width of the proposed roadway. Emissions account for the export of 9,335 tons of pavement from the Project Site. Building construction will take place over two calendar years and the highest year was included in Table 4.3-3. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; washing equipment tires before leaving the construction site; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

Table 4.3-3 shows that the emissions of these pollutants during construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. Therefore, significant impacts would not occur concerning LSTs during construction activities.

4.3.2.4 Long-Term Operational Impacts

Regional Operation Significance Analysis

The Project includes the widening of Western Way from Van Buren Boulevard to Harley Knox Boulevard (approximately 2,770 feet), to a maximum width of 94 feet, expanding the roadway from two lanes to four in an effort to address existing traffic deficiencies. In addition, the Project would include the relocation of traffic signals, crosswalks and street lighting, as well as the installation of new sidewalks, curb and gutter, and ADA ramps. The Proposed Project itself would not generate automobile trips, a source of air pollutant emissions, but would instead accommodate more efficient vehicular travel within the City of Perris. According to the Vehicle Miles Traveled (VMT) Analysis for the Project prepared by KOA (2025), there is an overall decrease in VMT per service population with implementation of the Proposed Project, which will in turn result in a reduction of criteria air pollutant emissions. The Project would not include the provision of

any new permanent stationary source of criteria air pollutant emissions. Thus, the Project would not generate quantifiable criteria emissions from Project operations and could actually be anticipated to reduce citywide mobile-source emissions.

This impact would be less than significant.

Localized Operation Significance Analysis

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

This impact is less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐

Less Than Significant Impact.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors to the Project Site are residences located south of the Project Site approximately 1,095 feet distant.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB which encompasses the Project Area is designated as a nonattainment area for the state O_3, $PM_{2.5}$ and PM_{10} standards and is also a nonattainment area for the federal O_3 and $PM_{2.5}$ standards (CARB 2023). Thus, existing O_3, PM_{10}, and $PM_{2.5}$ levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-2 and Table 4.3-3, the Project would not exceed the SCAQMD regional or localized construction significance thresholds for emissions.

Studies show associations between short-term O_3 exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O_3 may increase the risk of respiratory-related deaths. The concentration of O_3 at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of O_3 and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O_3 concentration reaches 80 parts per billion. Because the Project would not involve construction activities that would result in O_3 precursor emissions (i.e., ROG or NO_x) in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM and PM_{10} exhaust contains $PM_{2.5}$ exhaust as a subset. As with ROG and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. The increases of these pollutants generated by the Proposed Project would not on their own generate an increase in the number of days exceeding the NAAQS or CAAQS standards. Therefore, PM_{10} and $PM_{2.5}$ emissions, when combined with the existing PM emitted regionally, would have minimal health effect on people located in the immediate vicinity of the Project Site. Additionally, the Project would be required to comply with Rule 403 for fugitive dust control, as described above, which limits the amount of fugitive dust generated during construction. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As previously stated, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of proposed projects. The SCAQMD Environmental Justice Enhancement

Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. As shown in Table 4.3-3, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM_{10}, and $PM_{2.5}$ demonstrates that the Project would not adversely impact vicinity sensitive receptors.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Operational Air Contaminants

The health risk public-notification thresholds adopted by the SCAQMD is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. Examples of projects that emit toxic pollutants over long-term operations include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards. The Project includes the widening of Western Way from Van Buren Boulevard to Harley Knox Boulevard (approximately 2,770 feet), to a maximum width of 94 feet, expanding the roadway from two lanes to four in an effort to address existing traffic deficiencies. In addition, the Project would include the relocation of traffic signals, crosswalks and street lighting, installation of new sidewalks, curb and gutter, and ADA ramps. Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There would be no stationary sources associated with Project operations; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at any sensitive receptors. Therefore, the Project would not be a substantial source of toxic air contaminants. The Project will not result in a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more 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 SoCAB is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Project proposes to widen an existing roadway in the City of Perris. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within the City. Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per hour) and there is no likelihood of the Project traffic exceeding CO values.

This impact is less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☑	☐

Less than Significant Impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified by the SCAQMD as being associated with odors.

This impact is less than significant, and no mitigation is required.

4.3.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.4 Biological Resources

A Biological Technical Report and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (ECORP 2025b; Appendix B) was prepared for the Proposed Project. The result of this report is summarized below.

A reconnaissance-level biological survey of the Project Site and 500-foot buffer area was conducted to document the existing biological resources, to assess the habitat for its potential to support sensitive plant and wildlife species, and to determine whether Project-related impacts would occur to sensitive biological resources, as required under the California Environmental Quality Act (CEQA). A burrowing owl (*Athene cunicularia*) habitat assessment was conducted concurrently with the biological reconnaissance survey to determine if any suitable burrowing owl habitat or suitable burrowing owl burrows were present. Some parcels within the Project vicinity were identified as suitable habitat for burrowing owl; therefore, an ECORP biologist conducted a focused burrow survey on the same day as the biological survey. However, because no suitable burrows were observed within the Project Site, no additional focused burrowing owl surveys were conducted during the 2025 breeding season (ECORP 2025b).

4.4.1 Environmental Setting

The biological survey area consists of Western Way from Harley Knox Boulevard to the northern City limits at Van Buren Boulevard and adjacent developed and undeveloped areas within the 500-foot buffer. Areas surrounding the Project Site within the Survey Area include commercial and industrial land uses, and some vacant areas (ECORP 2025b).

4.4.1.1 Land Cover Types

The majority of the Project Site is within previously developed or disturbed areas. Areas surrounding the Project Site include the Interstate 215 (I-215) corridor, March Airforce Base, warehouses, and additional commercial and industrial land uses within the PVCCSP Area.

4.4.1.2 Vegetation Communities

The majority of the Project Site is within previously developed or disturbed areas along and adjacent to Western Way. One vegetation community, (annual brome grasslands) and two land cover types (developed and disturbed) occur within or adjacent to the Project Site (ECORP 2025b).

4.4.1.3 Potential Waters of the U.S.

Based on the results of the literature review, the Project Site does not have any state of federally protected wetlands or Waters of the U.S. (ECORP 2025b). A review of the National Wetlands Inventory

(NWI) query identified no hydric soils within the Project Site. Additionally, no blue line features or other aquatic resources were identified within the Project Site. The surveying biologist did not observe any aquatic resources present within the Project Site during the biological reconnaissance survey.

The biologists observed a depressional feature during the biological reconnaissance survey that is located west adjacent to the Project Site, approximately 140-feet north of Harley Knox Boulevard, and appeared to pool ephemerally. Although this feature appeared to pool ephemerally, it does not meet the three criteria necessary to be a wetland per USACE guidance (ECORP 2025b). This feature likely resulted from historic human activity and is subject to ongoing maintenance for the adjacent water infrastructure.

4.4.1.4 Special-Status Plants

The literature review and database searches identified 34 special-status plant species that could occur within or near the Project Site. Of these, Smooth tarplant (*Centromadia pungens* ssp. *laevis*) has a moderate potential to occur, and San Diego Ambrosia (*Ambrosia pumila)* has a low potential to occur. However, the level of development within the Project Site as well as a lack of suitable habitat preclude the remaining 32 species from occurring. Most of the Project Site lacks vegetation due to the high portion of development and level of disturbance. Special-status plants were not observed within the Project Site or the 500-foot buffer (ECORP 2025b).

4.4.1.5 Special-Status Wildlife

The literature review and database searches identified 39-special-status wildlife species that could occur within or near the Project Site. Of these, three have a low potential to occur, Crotch bumble bee (*Bombus crotchii*), burrowing owl (*Athene cunicularia*), and western yellow bat (*Lasiurus xanthinus*). The remaining 36 species are presumed absent from the Project Site due to the lack of suitable habitat within the Project Site (ECORP 2025b; Appendix B).

Burrowing owls were not observed at the time of site reconnaissance. However, limited suitable habitat for burrowing owl within the annual brome grasslands vegetation community and disturbed land cover type was observed within the Project Site. One potential burrowing owl burrow was observed during the biological survey. However, the potential burrow was located approximately 220-feet northeast of the Project Site. The potential burrow documented consisted of a 5-inch high by 36-inch wide opening underneath a utility-access hole concrete pad. No signs of burrowing owl activity were noted at the burrow location. However, burrowing owls may have the opportunity to inhabit the Project Site between the time of the biological reconnaissance survey and the start of construction due to the mobile nature of the species (ECORP 2025b).

Potential nesting habitat for migratory birds and raptors protected by the MBTA and California Fish and Game Code exists in the trees and shrubs on and adjacent to the Project Site. Additionally, the open areas and ground could be suitable habitat for ground nesting species. Nesting was observed adjacent to the Project Site at the Riverside County Flood Control box culvert, approximately 200-feet northeast of the Project Site. Cliff swallow and northern rough-winged swallow were observed flying in and out of the box culvert in large quantities (ECORP 2025b).

4.4.1.6 Wildlife Movement Corridors

As part of the Biological Technical Report, the Project Site was assessed for its ability to function as a wildlife corridor. The Project Site is located within a Riverside County MSHCP planning area, but outside of any Cell Groups, Criteria Cells, and Subunit designations. Most of the Project Site occurs within the existing paved public ROW and within developed land cover. In general, the Project is surrounded by development, paved roads, and a fenced military base (March Air Reserve Base) on all sides which greatly reduce the Project Site's value as a wildlife movement corridor. It is possible that the Project Site functions in local wildlife movement and that common wildlife species including coyote (*Canis latrans*), Virginia opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), and raccoon (*Procyon lotor*) could travel through the Project Site on the paved roadways; however, based on the fact that the Project Site is located within an urban area and surrounded by industrial development, it is unlikely that the Project Site plays a critical role in local wildlife movement. Additionally, the disturbances from vehicles and pedestrians would likely deter wildlife from moving through the area. Therefore, the Project Site is not considered a linkage or corridor between natural habitat areas (ECORP 2025b).

4.4.1.7 Western Riverside County MSHCP

An MSHCP analysis was prepared to evaluate the Proposed Project with respect to the Project's compliance with MSHCP requirements. The Project Site is not located within or near an MSHCP Criteria Cell, Cell Group, or Public Quasi-Public lands. The Project Site also lacks MSHCP Section 6.1.2 riparian and riverine resources. Evidence of ephemeral pooling was observed adjacent to the southwest corner of the Project Site in a depressional area. This depressional area does not meet the characteristics to be considered a vernal pool, but the depressional area does provide suitable habitat for fairy shrimp species, including the Riverside fairy shrimp. The Project Site is not located within a Narrow Endemic Plant Species Survey Area or a Criteria Area. The Project is within the MSHCP Burrowing Owl Survey Area; therefore, a habitat assessment and focused burrow survey for burrowing owl were conducted in April 2025. As the Project Site is located within the Western Riverside County MSHCP, the Project would be required to pay all applicable MSHCP development impact fees (ECORP 2025b).

4.4.1.8 Best Management Practices

The Project shall comply with the Standard Best Management Practices (BMPs) of the Western Riverside County MSHCP, as follows:

1. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and Project Site boundaries within which the project activities must be accomplished.

2. Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.

3. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.

4. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.

5. Projects should be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.

6. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats should be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.

7. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments offsite. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.

8. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, [USFWS], and [California Department of Fish and Game], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

9. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.

10. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

11. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.

12. Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.

13. To avoid attracting predators of the species of concern, the Project Site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).

14. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.

The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

4.4.2.1 Special-Status Plants

Most of the Project Site lacks vegetation due to the high volume of development and the level of disturbance. The literature review and database search identified 34 special-status plant species and 39 special-status wildlife species that could occur on the Project Site. Of the 34 plant species identified in the literature search, one species has a moderate potential to occur within the Project Site: smooth tarplant (CRPR 1B.1, MSHCP Covered) and one species was determined to have a low potential to occur on the Project Site: San Diego ambrosia (federally listed [endangered], CRPR 1B.1, MSHCP Covered). The remaining 32 plant species are presumed absent. Smooth tarplant and San Diego ambrosia are covered under the MSHCP and are considered adequately conserved (ECORP 2025b). As such, impacts to these species would be less than significant and no mitigation is required.

4.4.2.2 Special-Status Wildlife

Of the 39 special-status wildlife species identified in the literature search, three species were determined to have a low potential to occur at the Project Site: Crotch's bumble bee (Candidate for state listing); burrowing owl (Candidate for state listing, CDFW SSC, MSHCP Covered), and western yellow bat (CDFW SSC). The remaining 36 species are presumed absent from the Project Site (ECORP 2025b).

Crotch Bumblebee

Crotch's bumble bee is a Candidate for state listing and is therefore afforded all the protections as though it were listed under the California ESA. This species has a low potential to occur due to the presence of pockets of suitable friable soils, suitable burrow habitat, suitable burrows (i.e., Botta's pocket gopher burrows), and minimal nectar sources within and adjacent to the Project Site (ECORP 2025b). If Crotch bumble bee is found to be using or nesting in the Project Site prior to the start of construction, impacts to Crotch bumble bee may occur in the form of direct mortality of individuals, direct mortality to an active nesting colony, direct mortality to an overwintering individual, conversion of foraging habitat, or permanent loss of foraging resources. Because this species is a generalist forager that chooses nest and overwintering locations on an annual basis, temporary and permanent loss of habitat resulting from the Project would not be expected to contribute substantially to the overall decline of this species unless direct impacts were to occur to an active nest or overwintering gyne (future queen). Impacts to Crotch bumble bee would be less than significant with the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3.

Burrowing Owl

Burrowing owl is a Candidate for state listing under the California Endangered Species Act, a CDFW SSC, protected by the MBTA and California Fish and Game Code, and a Covered Species under the MSHCP. This species has a low potential to occur due to the presence of limited suitable habitat in the disturbed and annual brome grassland habitats in the Project Site, despite the lack of suitable burrows within the Project Site. One potential burrow (suitably sized but no sign of burrowing owl use at the time of the biological survey) was documented outside of the Project Site but within the biological Survey Area. No burrowing owls were observed during the biological reconnaissance survey, however, due to the mobile nature of the burrowing owl, there is potential for this species to move into the Project Site prior to the start of Project activities (ECORP 2025b). Direct impacts in the form of ground disturbance, vegetation removal, habitat loss, and mortality and indirect impacts from construction noise and vibrations may occur to this species should they begin utilizing the Project Site. Impacts to burrowing owl would be less than significant with the implementation of Mitigation Measures BIO-2, BIO-3, BIO-4, and BIO-5.

Western Yellow Bat

Western yellow bat is a CDFW SSC. This species has a low potential to occur on the Project Site due to the presence of trees that may provide suitable roosting habitat (ECORP 2025b). Direct impacts to this species may occur in the form of tree trimming or removal. Impacts to western yellow bat would be less than significant with the implementation of Mitigation Measures BIO-2, BIO-3, and BIO-6.

Nesting Birds and Raptors

The trees, shrubs, and grassland located within or adjacent to the Project Site could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. If construction of the Proposed Project occurs during the bird breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect nesting birds and other birds protected by the MBTA and their nests through habitat removal within the Project Site, and indirectly

through increased noise, vibrations, and increased human activity (ECORP 2025b). Impacts to sensitive bird species and/or nesting birds would be less than significant with the implementation of Mitigation Measure BIO-5.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

No Impact.

The Project Site consists of disturbed and developed lands and does not support any sensitive natural communities. The vegetation community and land cover types on the Project Site include annual brome grasslands, developed areas, and disturbed areas. Additionally, the Project Site does not contain any riparian habitat or sensitive natural communities that would need to be preserved (ECORP 2025b). Therefore, no impact to sensitive natural communities would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☑	☐

Less than Significant Impact.

State or federally protected wetlands or Waters of the U.S. were not observed on the Project Site (ECORP 2025b). Implementation of Western Riverside County MSHPC Best Management Practices would reduce any potential impacts to wetlands to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

Most of the Project Site is located within a paved road ROW and areas that are developed or were previously disturbed. The disturbances from vehicles and pedestrians along the paved road ROW and adjacent industrial developments would likely deter wildlife from moving through the area. Generally, the Project Site is surrounded by development, paved roads, and a fenced military base on all sides. As such, the Project Site is not considered a linkage to higher quality habitat areas or a corridor to allow wildlife to move through the site towards larger habitat blocks, on a regional scale and impacts to wildlife corridors are not expected to occur from the Proposed Project (ECORP 2025b).

Suitable bat roosting habitat was identified within the Project Site within the peeling and exposed bark of eucalyptus trees and in the foliage of landscaped cottonwood trees located in the southwest portion of the Project Site (ECORP 2025b). Should bats be found roosting in these features during the bat maternity season (April 1 through August 31), these roosts would be considered native wildlife nursery sites and are protected under CEQA. Direct impacts to occupied bat roosts could include removal or destruction that could result in direct mortality, indirect impacts from noise, dust, and vibration during Project construction could result in roost abandonment and mortality of flightless young. Impacts to bat maternity roosts would be less than significant with the implementation of Mitigation Measure BIO-6.

No other native wildlife nursery sites were identified within the Project Site. No other impacts to nursery sites are expected to occur during the development of the Project Site.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐

Less than Significant Impact.

Chapter 19.71 of the Perris Municipal Code, Urban Forestry Establishment and Care, outlines how the City will require and maintain the planting of trees throughout the City to establish Perris as a local "urban forest." Section 19.71.010 of the Code states the following purpose of the Urban Forest Ordinance:

> "An urban forest is the assemblage of trees in a community that line streets, enhance parks, public spaces and grow wild or are planted in open spaces that this ordinance seeks to protect and enhance. The urban forest includes trees in commercial centers, schools, industrial parks, and residential areas, for which property owners provide care and protection. As a City grows, a well-maintained urban forest grows with it providing a sense of permanence, a source of civic pride, and enhancing the quality of life for its citizens and visitors. Urban forests are also a cost effective means of addressing critical community and regional issues ranging from improving local air quality to combating global climate change."

In addition, the project would comply with the "Landscape Design Guidelines and Technical Manual" in Section 19.70.040 of the Perris Municipal Code, which describes landscaping requirements by development type and location, includes irrigation, landscape and planting detail sheets, Water Use

Classifications of Landscape Species, and the Approved Tree List as adopted by the City. The Project would be required to comply with this ordinance as a standard condition of approval through the City's development review process. The City requires new development to comply with these ordinances, so the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. A less than significant impact would occur, as the Project would not conflict with any local policies protecting biological resources, such as a tree preservation policy or ordinance.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

The Project Site is located within the planning area for the Western Riverside County MSHCP. The Project Site is not located within any Conservation Areas, Criteria Cells, or Subunit designations according to the MSHCP. The Project Site is not located within any MSHCP-designated survey areas for special-status species (ECORP 2025b).

Section 6.0 of the MSHCP requires assessment of the potential effects from a project on biological resources including riparian/riverine areas, vernal pools, and fairy shrimp, burrowing owl, and Narrow Endemic Plant Species. In addition, the MSHCP requires an Urban/Wildlands Interface analysis be conducted to address the indirect effects associated with locating proposed development in proximity of MSHCP Conservation Areas (ECORP 2025b). These resources were assessed during the reconnaissance survey and are discussed below in relation to the Proposed Project.

4.4.2.3 Riparian/Riverine, Vernal Pool, and Fairy Shrimp Habitat Assessment (MSHCP Section 6.1.2)

Riparian/Riverine

In accordance with Section 6.1.2 of the MSHCP, a habitat assessment was performed for riparian and riverine communities, vernal pools, and fairy shrimp.

No riparian or riverine resources were observed within the Project Site during the biological reconnaissance survey (ECORP 2025b). The majority of the Project Site is developed and is covered by pavement or concrete. The Project Site lacks clay soils, and areas with exposed soil consisted entirely of sandy loam soils. In addition, there are no NWI-mapped aquatic features within the Project Site.

All other drainages within the Project Site are manmade, including gutters, culverts, and storm drains. Such features are likely not jurisdictional to state and federal agencies and do not meet the MSHCP

definitions of riparian or riverine habitat due to their functionality as stormwater conveyance, isolation from natural drainages, lack of wetland characteristics, and lack of correspondence to historic, natural drainage features. The Project Site does not contain vernal pool habitat or suitable habitat for fairy shrimp, nor is riparian vegetation present within the Project Site.

Riparian Birds

The Project Site lacks any riparian vegetation and consists of developed and disturbed areas in addition to annual brome grasslands (ECORP 2025b). Therefore, there is no potential for least Bell's vireo, southwestern willow flycatcher, and/or western yellow-billed cuckoo to occur within the Project Site, and the Project is consistent with Section 6.1.2 of the MSHCP.

Vernal Pools and Fairy Shrimp

The biologists did not observe any vernal pools or indications of the presence of vernal pools during the biological reconnaissance survey (ECORP 2025b). Although a portion of one depressional feature that ephemerally pools was identified adjacent to the southwest corner of the Project Site during the biological survey, this feature is not considered to be a vernal pool because the depressional area does not meet the three criteria necessary to be a wetland. Soils mapped by NRCS in this area consist of Ramona sandy loam, 0 to 2 percent slopes, Major Land Resource Area 19 (RaA) (ECORP 2025b). The depressional feature appears to have resulted from historic human activity and is subject to ongoing maintenance for the adjacent water infrastructure.

Despite the depressional feature not being considered a vernal pool, fairy shrimp species that occur within ephemerally pools have the potential to be present within this depressional feature located adjacent to the Project Site, including Riverside fairy shrimp (*Streptocephalus woottoni*). In addition, two historical records of Riverside fair shrimp are documented within 5 miles of the Project Site with both records occurring to the north on the March Air Reserve Base. The closest record is located less than 1 mile away, and the second record is located approximately 2 miles away (ECORP 2025b). ECORP assumes that this feature will be fully avoided during Project construction and as a result, no impacts would occur. If direct impacts must occur to the depressional area that is subject to pooling, then focused fairy shrimp surveys may be necessary of the feature.

4.4.2.4 Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The RCA MSHCP Information Map was reviewed to determine whether the Project Site is located within a Narrow Endemic Plant Species Survey Area (NEPSSA), in accordance with Section 6.1.3 of the MSHCP. The Project Site is not located within a NEPSSA or a Criteria Area (ECORP 2025b). Therefore, no focused surveys for narrow endemic plant species are warranted, and the Project is consistent with Section 6.1.3 of the MSHCP.

4.4.2.5 Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4)

The requirements for Urban/Wildlands Interface for the management of edge factors do not apply to the Project Site because the Project Site is not situated adjacent to any wildlands or MSHCP designated

Conservation Areas. The Project Site is relatively isolated from larger, contiguous blocks of native habitat and completely surrounded by residential development, urban development, and other anthropogenic land use (ECORP 2025b). A net long-term increase of edge impacts is not expected as a result of this Project.

4.4.2.6 Additional Surveys (MSHCP Section 6.3.2)

The Project Site is not located within the amphibian species, criteria area species, or mammalian species survey areas. Therefore, no further habitat assessments or surveys, other than the aforementioned burrowing owl, focused rare plant, and wetland delineation surveys, are required. As the Project Site is located within a designated survey area under the MSHCP for burrowing owl (ECORP 2025b). There is a possibility that burrowing owl could be present within and adjacent to the Project Site. Implementation of Mitigation Measures BIO-2 through BIO-4 would reduce potentially significant impacts to burrowing owl (direct and indirect) to a less than significant level.

4.4.3 Mitigation Measures

BIO-1: **Seasonal Pre-Construction Crotch's Bumble Bee Nesting Survey and No-Work Buffer Establishment Around Active Crotch's Bumble Bee Nests.** If Crotch's bumble bee is still a candidate for listing or has been listed under California ESA at the time of Project implementation, the following shall be implemented. For work occurring during the nesting season (defined as March 15 through September 15 for purposes of this Project), a pre-construction Crotch's bumble bee nesting survey shall occur prior to ground-disturbing or vegetation-trimming activities within the Project's work area and a 50-foot buffer. A qualified Crotch's bumble bee biologist will conduct a Crotch's bumble bee nesting survey within 1 week of ground disturbing construction activities. Surveys shall be conducted during daylight hours when ambient temperatures are between 60 and 90 degrees Fahrenheit (°F). In the event that a bumble bee nest is suspected (i.e., bumble bee was observed to have entered a burrow or disappeared under a shrub or into thatch), the suspected nest location will be passively observed for at least 20 minutes to confirm the presence/absence of a nest. A 50-foot buffer will be established and visibly flagged for avoidance if a nest location is discovered, and the discovery shall be reported to CDFW by the qualified Crotch's bumble bee biologist within 24 hours of discovery. During active construction, the Crotch's bumble bee biologist will monitor the nest on a weekly basis and will update the buffer size as necessary to ensure protection. Construction activities will not occur within the buffer until the nest is no longer active, as determined by the qualified Crotch's bumble bee biologist; CDFW will be notified prior to deactivation of the avoidance buffer and commencement of construction activities in this area. Application for a Section 2081 incidental take permit may be required should CDFW determine that avoidance measures are insufficient to avoid significant impacts to this candidate species.

BIO-2: **Worker Environmental Awareness Program.** Prior to the start of construction, a Worker Environmental Awareness Program (WEAP) will be developed by the Applicant. A qualified biologist with experience with the sensitive biological resources in the region will present the

WEAP to all personnel working on the Project Site (either temporarily or permanently) prior to the start of Project activities. The WEAP may be videotaped and used to train newly hired workers or those not present for the initial WEAP. The WEAP could include but will not be limited to: discussions of the sensitive biological resources associated with the Project, Project-specific measures to avoid or eliminate impacts to these resources, consequences for not complying with Project permits and agreements, and contact information for the lead biologist. Logs of personnel who have taken the training will be kept on the site at the construction or Project office.

BIO-3: **Biological Monitoring.** A qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area will be present during initial ground-disturbing and vegetation removal activities related to the Project. Biological monitoring duties will include, but are not limited to, conducting worker education training (BIO-2), verifying compliance with Project permits, and ensuring Project activities stay within designated work areas. The biological monitor will have the right to halt all activities in the area affected if a special-status species is identified in a work area and is in danger of injury or mortality. If work is halted in the area affected as determined by the biological monitor, work will proceed only after the hazards to the individual are removed and the animal is no longer at risk, or the individual has been moved from harm's way in accordance with the Project's permits and/or management/translocation plans. The biological monitor will take representative photographs of the daily activities and will also maintain a daily log that documents general Project activities and compliance with the Project's permit conditions. Non-compliances will also be documented in the daily log, including any measures that were implemented to rectify the issue. After initial ground disturbance and vegetation removal is complete and wildlife habitat is no longer present, full time biological monitoring is no longer required unless a special-status species is documented on the Project Site during monitoring or preconstruction surveys.

BIO-4: **Preconstruction Survey for Burrowing Owl.** A preconstruction survey for burrowing owl shall be conducted within the Project Site and adjacent areas within 30 days prior to the start of ground-disturbing activities. The surveys shall follow the methods described in the Western Riverside MSHCP Burrowing Owl Survey Instructions (RCA 2006). If burrowing owl and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified within the Project Site during the survey and impacts to those features are unavoidable, consultation with the RCA and CDFW will be required.

BIO-5: **Preconstruction Nesting Birds Surveys.** Whenever feasible, any ground-disturbing activities shall be conducted outside of the breeding season for birds (approximately January 15 through August 31 for raptors and February 1 through September 15 for songbirds). This will avoid violations of the MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3513. If activities with the potential to disrupt nesting birds are scheduled to occur during the bird's breeding season, a preconstruction survey for nesting

birds shall be conducted by a qualified biologist who is experienced in conducting nesting bird surveys.

The survey shall occur no more than 3 days prior to the start of ground-disturbing activities. The nesting bird survey shall include the Project Site and adjacent areas (500-foot buffer) where Project activities have the potential to cause nest failure. If no nesting birds are observed during the survey, site preparation and construction activities may begin. If nesting birds (including nesting raptors), are found to be present, avoidance or minimization measures shall be undertaken to avoid potential Project-related impacts. Measures may include seasonal work restrictions or establishment of a non-disturbance buffer around each active nest until nesting has been completed as determined through periodic nest monitoring by the biologist. The size of the non-disturbance buffer will be determined by the Project biologist. Typically, this is 300 feet from the nest site in all directions (500 feet is typically recommended by CDFW for listed species and raptors), until the juveniles have fledged and there has been no evidence of a second attempt at nesting. Once nesting is deemed complete by the Project biologist, work may resume within the buffer.

BIO-6: **Preconstruction Bat Surveys.** Prior to the trimming or removal of any trees within the Project site, a bat habitat assessment will be conducted to examine trees for suitable bat roosting habitat. Trees with quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, palm trees with intact thatch) will be identified and the area around these features will be searched for bats and bat sign (e.g., guano, staining, culled insect parts).

If trees scheduled for removal/modification (i.e., trimming) are determined to be suitable for bat roosting, these activities should be scheduled outside of the bat maternity season to the greatest extent feasible. Work activities shall occur between September 1 and March 31 or when evening temperatures are not below 45°F and rain is not more than 0.50 inch in 24 hours. If trees with suitable bat roosting habitat are scheduled for trimming or removal during this time frame, removal using the two-step method shall be conducted:

- As much as feasible, vegetation and trees within the area that are not suitable for roosting bats will be removed first to provide a disturbance that might reduce the likelihood of bats using the habitat.
- Two-step tree removal will occur over 2 consecutive days under the supervision of a qualified bat biologist. On Day 1, small branches and small limbs containing no cavity, crevice, or exfoliating bark habitat on trees (or outer fronds in the case of palm trees), as identified by a qualified bat biologist are removed first, using chainsaws only (i.e., no dozers, backhoes). The following day (Day 2), the remainder of the tree is to be felled/removed. The intention of this method is to disturb the tree with noise, vibration, and branch removal on Day 1. This should cause any potentially present day-roosting bats to abandon the roost tree after they emerge for nighttime foraging. Removing the tree quickly the next consecutive day should avoid reoccupation of the tree by bats.

4.5 Cultural Resources

ECORP Consulting, Inc. (ECORP) prepared a Cultural Resources Inventory and Architectural History Evaluation Report (ECORP 2025c; Appendix C) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Area and assess the sensitivity of the Project Area for undiscovered or buried cultural resources. Cultural resources include prehistoric archaeological sites, historic archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (i.e., Native Americans) prior to the arrival of Europeans in Southern California. Places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans are considered historic archaeological sites. Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and facilities that are more than 50 years old. Historic structures may also have associated archaeological deposits, such as abandoned wells, cellars, privies, refuse deposits, and foundations of former outbuildings.

The information provided below is an abridged version of the Cultural Resources Inventory and Architectural History Evaluation Report and is included here to provide a brief context of the potential cultural resources in the Project Area. Due to the sensitive nature of cultural resources and their records and documentation, which are restricted from public distribution by state and federal law, the IS/MND appendices do not include the cultural resources report; however, all pertinent information necessary for impact determinations is included in this section. A redacted version of the cultural resources report that does not include site records or locations may be obtained by contacting the City of Perris.

4.5.1 Environmental Setting

The records search results indicate that 83 previously recorded pre-contact sites and historic-era cultural resources are located within 1-mile of the Project Site. Of these, 55 are believed to be associated with Native American occupation of the vicinity; 27 are historic-era sites associated with American-period residential, agricultural, ranching, and military activities. Additionally, the California Office of Historic Preservation (OHP) Built Environment Resource Directory (BERD) record search indicated several resources are located within 1-mile of the Project Site. Two of these resources are elements of former military training facility Camp Haan, which is located on the present-day Riverside National Cemetery Property, approximately 0.25-mile west of the Project Site. The remaining resources are all part of the March Field Historic District, the southern boundary of which is immediately adjacent to the northern Project Site boundary. A search of the National Register Information System revealed March Field Historic District is the nearest historic property to the Project Site. A search of OHP's California Historic Landmarks (CHL) revealed the nearest CHL is the Mission Inn (CHL no. 761), located approximately 10 miles northwest of the Project Site in the City of Riverside. The Handbook of North American Indians lists the nearest Native American Village as aýkat, which is located to the north of the San Jacinto Mountains, approximately 25 miles northeast of the Project Site. The Caltrans Bridge Local and State Inventories revealed that no historic bridges are located within 1-mile of the Project Site.

ECORP contacted the California Native American Heritage Commission (NAHC) on November 11, 2024, to request a search of the Sacred Lands File (SLF) for the Area of Potential Effect. This search was to determine whether Sacred Lands have been recorded by California Native American tribes within the APE, because the Sacred Lands File is populated by members of the Native American community with knowledge of the locations of tribal resources. In requesting a search of the SLF, ECORP solicited information from the Native American community regarding Tribal Cultural Resources (TCRs), but the responsibility to formally consult with the Native American community lies exclusively with the federal and local agencies under applicable state and federal law. Andrew Green of the NAHC wrote to ECORP on December 3, 2024, stating that a search of the SLF by the NAHC did not reveal the presence of any Native American cultural resources within the Project Area. As such, the results of the SLF search by the NAHC were negative for the presence of Native American Cultural Resources within the Project Area (ECORP 2025c).

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

A Cultural Resources Inventory and Architectural History Evaluation Report was prepared by ECORP (ECORP 2025c) for the Project to determine if cultural resources were present in or adjacent to the Project Site and assess the sensitivity of the Project Site for undiscovered or buried cultural resources. No known Historic Properties under Section 106 of the National Historic Preservation Act (NHPA) or Historical Resources under CEQA will be affected by the Project. All previously recorded historic-era resources are located outside of the Project Site, and no new historic-era resources were identified as part of the literature review and field survey (ECORP 2025c). In the event undocumented archaeological or cultural resources are uncovered as part of ground disturbing activities, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to post review discoveries of historic-age resources to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

Due to the presence of alluvium within the Project Site and given the likelihood for pre-contact archeological sites to be located near water sources, the Project Site has potential for buried pre-contact archeological sites. Additionally, the Cultural Resources Inventory and Architectural History Evaluation Report indicates a potential for buried pre-contact resources; however, the prior development of the Project Area for Western Way and the surrounding buildings and landscaping decreases the potential for undisturbed cultural deposits. Therefore, the overall Project Site has a low potential for containing intact buried archaeological resources (ECORP 2025c). In the event undocumented archeological or cultural resources are uncovered as part of ground disturbing activities, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential impacts to post review discoveries of archeological resources to a less than significant level.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

No formal cemeteries are located in or near the Project Area. However, the possibility exists that human remains could be uncovered during construction of the Proposed Project. Additionally, most Native American human remains are found in prehistoric and archeological sites. As stated previously, the Project Site has a low potential for containing intact buried archaeological resources. Although the potential is low, there is still a possibility of encountering previously unrecorded cultural and archeological resources including human remains (ECORP 2025c). Therefore, implementation of Mitigation Measure CUL-2 would ensure that impacts to human remains would be less than significant.

4.5.3 Mitigation Measures

CUL-1: **Contractor Awareness Training Program.** The lead agency shall ensure that a Contractor Awareness Training Program is delivered to train equipment operators about cultural resources. The program shall be designed to inform construction personnel about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the lead agency of any occurrences; Project-specific requirements and mitigation measures; and enforcement of penalties and repercussions for non-compliance with the program.

The training shall be prepared by a qualified professional archaeologist and may be provided either through a brochure, video, or in-person tailgate meeting, as determined appropriate by the archaeologist. The training shall be provided to all construction supervisors, forepersons, and operators of ground disturbing equipment. All personnel shall be required to sign a training roster. The construction manager is responsible for ensuring that all

required personnel receive the training. The Construction Manager shall provide a copy of the signed training roster to the lead agency as proof of compliance.

CUL-2: **Post-Review Discoveries.** There always remains the potential for ground-disturbing activities to expose previously unrecorded cultural resources. Both CEQA and Section 106 of the NHPA require the lead agency to address any unanticipated cultural resource discoveries during Project construction. The following procedures shall be required.

- If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

  - If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.

  - If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.

  - If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Riverside County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§

5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no- work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

Energy consumption is analyzed according to the potential direct and indirect environmental impacts associated with the construction and operation of the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase and the use of electricity during normal operations. The impact analysis focuses on the source of energy that are relevant to the Proposed Project, which includes the equipment fuel necessary for Project construction.

4.6.1 Environmental Setting

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear. Southern California Edison (SCE) provides electrical services to the City of Perris through state-regulated public utility contracts. SCE, the largest subsidiary of Edison International, is the primary electricity supply company for much of Southern California. It provides 14 million people with electricity across a service territory of approximately 50,000 square miles.

The Southern California Gas Company provides natural gas services to the Project Area. As the nation's largest natural gas distribution utility, the Southern California Gas Company delivers natural gas energy to 21.6 million consumers through 5.9 million meters in more than 500 communities. The Southern California Gas Company's service territory encompasses approximately 20,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.

The California Public Utilities Commission (CPUC) regulates SCE and the Southern California Gas Company. The CPUC has developed energy efficiency programs such as smart meters, low-income programs, distribution generation programs, self- generation incentive programs, and a California solar initiative.

4.6.1.1 Energy Consumption

Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh. Automotive gasoline and diesel consumption in Riverside County from 2020 to 2024 is shown in Table 4.6-1. Fuel consumption demand has decreased since 2020.

Table 4.6-1. Automotive Fuel Consumption in Riverside County 2020 – 2024		
Year	**Total Gasoline Consumption**	**Total Diesel Consumption**
2024	848,899,923	515,046,214
2023	884,525,831	534,596,851
2022	880,174,076	528,656,977
2021	867,121,867	533,656,263
2020	868,859,918	545,981,262

Source: CARB 2022

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☑	☐

Less than Significant Impact.

Operation of the Proposed Project would not result in the consumption of electricity or natural gas at any rate greater than under current conditions and thus, would not contribute to the County wide usage. The one source of energy associated with the Project includes the equipment fuel necessary for construction. Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the roadway and associated improvements would be temporary, lasting only as long as Project construction.

Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project. For the purpose of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in Riverside County in 2024, the most recent full year of data.

The amount of total construction-related fuel use was estimated using ratios provided via the USEPA's *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2* (EPA 2021). Energy consumption associated with the Proposed Project is summarized in Table 4.6-2.

Table 4.6-2. Proposed Project Fuel Consumption		
Activity	**Annual Energy Consumption**	**Percentage Increase Countywide**
Construction Equipment Fuel Consumption[1]		
Project Construction Gasoline Consumption	3,462 gallons	0.0004 percent
Project Construction Diesel Consumption	343,969 gallons	0.0668 percent

Source: [1]CARB 2022.

Notes: The Project increase in construction fuel consumption is compared with the countywide fuel consumption in 2024, the most recent full year of data.

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to widen Western Way would be temporary, lasting only as long as Project construction. As shown in Table 4.6-2, the Project's gasoline consumption during construction is estimated to be 3,462 gallons, and diesel consumption is estimated to be 343,969 gallons during construction. This would increase the combined annual countywide fuel use by a negligible amount (0.004 percent and 0.0668 percent, respectively). As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency, combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other development projects similar in nature. The Proposed Project would not result in the inefficient, wasteful, or unnecessary consumption of electricity.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☑

No Impact.

The Project proposes to widen an approximately 2,770-foot-long segment of Western Way from Van Buren Boulevard to Harley Knox Boulevard from two lanes to four lanes. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within the

City of Perris. The Project does not include energy consumption sources that are directly subject to state or local energy efficiency plans. The Project would comply with all state and local policy provisions related to renewable energy and energy efficiency and therefore would not conflict with or obstruct a plan for renewable energy or energy efficiency. Therefore, there is no impact, and no mitigation is required.

4.6.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

A site-specific geotechnical report was prepared for the Proposed Project by Southern California Geotechnical (SCG) (SCG 2024; Appendix D). The report presents data from background review, field exploration, and laboratory testing, providing conclusions regarding geotechnical conditions at the Project Site, and provides recommendations regarding design and construction of the proposed improvements.

4.7.1.1 Geomorphic Setting

The Project Site includes Western Way, a roadway segment that extends from Harley Knox Boulevard at the southern end to Van Buren Boulevard at the northern end. Regional geologic conditions were obtained from the Geologic Map of the Steele Peak 7.5' Quadrangle, Riverside County, California, by Douglas M. Morton published by the California Department of Mines and Geology and United States Air Force, 2001. This map indicates that the Project Site is underlain by early Pleistocene old alluvial valley deposits (Qvof). Morton describes these deposits as predominantly composed of moderately indurated, slightly dissected, sandy alluvium, containing lesser silt, and clay-bearing alluvium (USGS 2001).

4.7.1.2 Regional Seismicity and Fault Zones

An "active fault," according to California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. The City of Perris does not contain any designated fault zones (City of Perris 2022c). A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive." The Project Site is located in a region of generally high seismicity, as is all of Southern California. However, the Project Site has been evaluated by the California Geological Survey and does not fall within an earthquake fault zone (DOC 2025).

4.7.1.3 Soils

Artificial Fill

Artificial fill soils were encountered beneath the asphalt concrete (AC) pavements at all of the boring locations, extending to depths of 4½ to 8½± feet below existing site grades. The artificial fill soils

generally consist of dense clayey fine to medium sands, silty fine to coarse sands, loose silty sands with gravel, and loose well graded gravel with sands. Stiff to very stiff silty clays with occasional sands and very stiff fine sandy clays were also encountered in the artificial fill soils. Additionally, layers of stiff fine to medium sandy silts, fine sandy silts, and clayey silts were observed in the fill soils. The fill soils possess a disturbed appearance and some samples contain artificial debris, such as AC fragments, resulting in their classification as artificial fill (SCG 2024).

Younger Alluvium

Younger alluvial soils were encountered beneath the fill soils at Boring No. B-2, extending to a depth of 10± feet below existing site grades. The younger alluvial soils consist of medium dense silty fine to medium sands and very stiff fine sandy silts. Boring No. B-2 was terminated within the younger alluvium (SCG 2024).

Older Alluvium

Native older alluvial soils were encountered beneath the artificial fill at all of the borings, except for Boring Nos. B-2 and B-4, extending to the maximum explored depth of 25± feet below existing site grades. The older alluvial soils generally consist of dense to very dense fine to coarse sands, clayey fine to coarse sands, and silty fine to medium sands. Additionally, very stiff to hard fine to medium sandy silts were observed in the older alluvial strata. Very stiff silty clays and clayey silts were also encountered in the older alluvium (SCG 2024).

Most of the near-surface soils possess appreciable silt and/or clay content and will become unstable if exposed to significant moisture infiltration or disturbance by construction traffic. In addition, based on their granular content, some of the on-site soils will be susceptible to erosion (SCG 2024).

4.7.1.4 Paleontological Resources

Paleontological resources are those that result from the fossilization of animal bones (including fossilized human bones), shells, casts, tracks, and the like. The Perris Valley floor is composed of Quaternary alluvium, which has developed as a result of erosion out of the batholithic and minor Aeolian deposition. Near the surface, this material is too young to exhibit fossils. However, it is possible that at depths beyond five-feet below the modern ground surface, fossils may be found (City of Perris 2008).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause 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?	☐	☐	☑	☐

i) **Less than Significant Impact.**

Surface rupture represents a primary or direct potential hazard to linear infrastructure that crosses an active fault zone. The City of Perris General Plan states that no Alquist-Priolo Fault Zones are present within City Limits (City of Perris 2022c) and the Riverside County Information Technology (RCIT) County Mapping Portal does not identify the Project Site as within an Alquist-Priolo Special Studies Zone (RCIT 2025). As there are no known faults that traverse the Project Site, the potential for direct surface rupture along or within the Project Site would be considered low.

Additionally, all of Southern California is located within a region of high seismic activity, therefore construction would comply with City/County local codes, Uniform Building Code (UBC), California Building Code (CBC), and seismic reports pursuant with Project specific seismic and geotechnical reports. Therefore, a less than significant impact would occur.

ii) **Less than Significant Impact.**

As stated above, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no other known faults are located within the vicinity. However, the Project Site is in a region of generally high seismicity, as is all of Southern California. During its design life, the Project Site is expected to experience moderate to strong ground motions from earthquakes on regional and/or nearby causative lines.

The PVCCSP and CBC, as adopted by the City, provide guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events; and the City shall implement seismic design considerations in accordance with the CBC, as described in General Plan Measure I.E.5. Furthermore, a site-specific Geotechnical Investigation has been prepared by a registered geotechnical engineer. The nearest earthquake fault is the San Jacinto Valley Fault Zone, located approximately 8.25-miles northeast of the Project Site (DOC 2025; RCIT 2025). Furthermore, the Geotechnical Investigation includes site-specific seismic parameters and provides construction recommendations for geotechnical design (SCG 2024).

The Limited Geotechnical Investigation concludes that the Project is acceptable from a geotechnical standpoint (SCG 2024).

The Proposed Project does not include the construction of habitable structures and therefore would not expose people or structures to potential substantial adverse effects involving the rupture of a known earthquake fault. Compliance with the structural standards contained in the CBC would minimize risks to the public from strong seismic ground shaking and would ensure that impacts are less than significant.

iii) **Less than Significant Impact.**

The Project Site is situated within the Transverse Ranges Geomorphic Province, which is characterized by east-west trending major mountain ranges with intervening broad alluvial valleys and narrow stream canyons. The Project Site is relatively flat, with the site topography generally sloping gently from north to south (SCG 2024). Based on shallow depth to bedrock and analysis from the Riverside County Information Technology (RCIT) County Mapping Portal, a 0.2-mile segment of Western Way south of the City's norther limit is located within an area with moderate susceptibility to liquefaction. The remaining portion of the Project Site to Harley Knox Boulevard is located within an area characterized by low susceptibility to liquefaction (RCIT 2025). The PVCCSP determined that the Specific Plan Area includes locations with varying liquefaction potential, from low to high, and that site-specific geotechnical studies shall determine the liquefaction risk for each project (City of Perris 2022a).

The Project would be designed and constructed in accordance with all final geotechnical investigation recommendations provided in the site specific Geotechnical Report (SCG 2024). The Geotechnical Report shall be reviewed and approved by the City Engineer. Therefore, with compliance with City/County local codes, Uniform Building Code (UBC), California Building Code (CBC), and the recommendations of the final Geotechnical Report, impacts related to liquefaction and other ground failure would be less than significant, and no additional mitigation is required.

iv) **Less than Significant Impact.**

Landslides refer to a wide variety of processes that result in the perceptible downward and outward movement of soil, rock, and vegetation under gravitational influence. Common names for landslide types include slump, rockslide, debris slide, lateral spreading, debris avalanche, earth flow, and soil creep. Landslides may be triggered by both natural- and human-induced changes in the environment resulting in slope instability.

The Limited Geotechnical Investigation estimates that the project site gradually slopes south at a gradient of less than 1-percent (SCG 2024). The Project Site is not identified as being located within an area with landslide susceptibility per the Slope Instability Map in the City of Perris General Plan Safety Element (City of Perris 2022c). Additionally, the PVCCSP Final EIR concludes that there would be no impacts related to landslides, as the Specific Plan Area is relatively flat and not located near any areas that possess potential landslide characteristics (City of Perris 2011) and Project construction would comply with City/County local codes, Uniform Building Code (UBC), CBC, and seismic reports pursuant with Project specific seismic and geotechnical reports.

Due to the relatively flat-lying to moderately sloping nature of the Project Site, landslides or debris flows are not considered to be a geologic constraint at this Project Site. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐

Less than Significant Impact.

Given that the Project would affect more than one acre, a Stormwater Pollution Prevention Plan (SWPPP) would be implemented to manage erosion and the loss of topsoil during construction-related activities. Implementation of the SWPPP, including the use of stormwater quality Best Management Practices (BMPs), would prevent erosion of soil from stormwater runoff during Project construction (see Hydrology and Water Quality: Section 4.10 of this Initial Study). Once construction is completed, soils would be stabilized and monitored according to the SWPPP until a Notice of Termination for the NPDES construction permit is filed with the RWQCB. Consequently, the Project would not result in substantial erosion and/or unstable earth conditions from Project construction or operation. For these reasons, erosion-related impacts are considered to be less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐

Less than Significant Impact.

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. Land surface subsidence can be induced by both natural and human phenomena. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements, soil subsidence from consolidation, hydro compaction, rapid sedimentation subsidence from oxidation or dewatering of organic-rich soils, and subsidence related to subsurface cavities. Subsidence related to human activity includes subsurface fluid or sediment withdrawal. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes the majority of the identified subsidence in the United States.

The potential for a landslide, lateral spreading, or collapse at the Project Site is considered very low. The Project Site is relatively flat and would not be at risk of landslides. The City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards

As discussed in response a). iii-iv, the City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. Therefore, the Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐

Less than Significant Impact.

Expansive soils are fine-grained silts and clays that can shrink and swell with drying and wetting. The shrink-swell potential of expansive soils can result in differential movement beneath foundations. The PVCCSP EIR determined that the five U.S. Department of Agriculture soil types identified in the Specific

Plan area have low expansion potential. As part of the Limited Geotechnical Analysis, the expansion potential of the on-site soils was determined in general accordance with ASTM D-4829 as required by the California Building Code (CBC). Soil samples and laboratory testing conducted as part of the Geotechnical Investigation encountered soils with no expansion potential and very low expansion potential (SCG 2024). However, although these materials are expected to possess a low expansion potential, the upper 12-inches of the proposed subgrades would be removed. As the Project Site soils possess a non-expansive to very low expansion potential, and the Project would include the removal and backfilling of compacted materials and the replacement of silty clay and sandy clay materials with more favorable, very low expansive materials, the Project would not result in a substantial direct or indirect risk to life or property due to expansive soils. A less than significant impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☑

No Impact.

The Proposed Project does not include septic tanks or alternative wastewater disposal systems. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

The Project Site is designated with High Palaeontologic Resource Sensitivity by the Riverside County Information Technology Map My County tool (RCIT 2025). The Project Site is also located within Paleontological Sensitivity Area 1 as identified in Exhibit CN-7 of the City of Perris General Plan Conservation Element. Paleontological Sensitivity Area 1 exhibits surface exposures of older Pleistocene valley deposits and is defined as having high sensitivity for paleontological resources (City of Perris 2008).

Western Way is an existing roadway within the City of Perris. As such, the Project Site has been previously subjected to mechanical disturbances such as grading. However, any fossil specimens recovered from the Project would be scientifically significant. As there is potential for paleontological resources to exist at sub-surface levels on the Project Site which may be uncovered during Project grading and excavation activities, paleontological monitoring would be required by City authorities acting as lead agency, wherever proposed excavations equal or exceed 5-feet deep, or encounter native older Pleistocene valley

deposits onsite. Additionally, implementation of Mitigation Measure GEO-1 would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to a less than significant level.

4.7.3 Mitigation Measures

GEO-1: **Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the City and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. On September 28, 2010, SCAQMD Working Group Meeting #15 provided further guidance, including an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (defined as the people that work and/or congregate on the Project site) per year in

2020 and 3.0 metric tons of CO_2e per service population per year in 2035. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a proposed project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements. The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Envtl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The City of Perris may set a project-specific threshold based on the context of each particular project, including using the SCAQMD Working Group expert recommendation. This standard is appropriate for this Project because it is in the same air quality basin that the experts analyzed. For the Proposed Project, the SCAQMD's 3,000 metric tons of CO_2e per year threshold is used as the significance threshold in addition to the qualitative thresholds of significance set forth below from Section VII of CEQA Guidelines Appendix G. The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within this air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources (Crockett 2011). As noted in the academic study, the fact that small projects below a numeric bright line threshold are not subject to CEQA-based mitigation does not mean such small projects do not help the State achieve its climate change goals because even small projects participate in or comply with non-CEQA-based GHG reduction programs, such as

constructing development in accordance with statewide GHG-reducing energy efficiency building standards, called Cal Green or Title 24 energy-efficiency building standards (Crockett 2011).

Additionally, the Project will be compared for consistency with the City of Perris Climate Action Plan (CAP).

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐

Less Than Significant Impact.

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where GHG emission quantification was required, emissions were modeled using CalEEMod version 2022.1.1.12. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project construction generated GHG emissions were calculated using CalEEMod model defaults for Riverside County and Project information provided by the Project Site Plan, including the proposed length (2,770 feet) and maximum width (94 feet) of the roadway improvements. Construction GHG emissions were based on a combination of CalEEMod model defaults, building square footage data contained in the Project Site Plan and traffic trip generation rates from KOA (KOA 2025). As the Project is proposing improvements to an existing roadway, operational GHG impacts are discussed qualitatively.

4.8.2.1 Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions	
Emissions Source	**CO_2e (Metric Tons/ Year)**
Project Construction Calendar Year One	393
Project Construction Calendar Year Two	167
SCAQMD Significance Threshold	*3,000*
Exceed SCAQMD Significance Threshold?	**No**

Source: CalEEMod version 2022.1. Refer to Appendix A for Model Data Outputs.

Notes: Project construction generated GHG emissions were calculated using CalEEMod model defaults for Riverside County. and information provided on the Project Site Plan, specifically the length and width of the proposed roadway. Emissions account for the export of 9,335 tons of pavement from the Project Site.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 393 metric tons of CO_2e during the first calendar year of construction and 167 metric tons of CO_2e during the second calendar year of construction. Once construction is complete, the generation of these GHG emissions would cease. Construction emissions would not exceed the numeric bright-line threshold of 3,000 metric tons of CO_2e annually. This impact is therefore less than significant and no mitigation is required.

4.8.2.2 Operations

The Project includes the widening of Western Way from Van Buren Boulevard to Harley Knox Boulevard (approximately 2,770 feet), to a maximum width of 94 feet, expanding the roadway from two lanes to four in an effort to address existing traffic deficiencies. In addition, the Project would include the relocation of traffic signals, crosswalks and street lighting, as well as the installation of new sidewalks, curb and gutter, and ADA ramps. The Proposed Project itself would not generate automobile trips, a source of GHG emissions, but would instead accommodate more efficient vehicular travel within the City of Perris. According to the VMT Analysis for the Project prepared by KOA (KOA 2025), there is an overall decrease in VMT per service population with implementation of the Proposed Project. The Project would not include the provision of any new permanent stationary source of GHG emissions. Thus, the Project, by its nature, would not generate quantifiable GHG emissions from Project operations.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

No Impact.

The City of Perris's CAP was adopted in 2016 and is a strategic planning document that identifies sources of GHG emissions within the subregion boundaries, presents current and future emission estimates, identifies a GHG reduction target for future years, and presents strategies, policies and actions to reduce

emissions from the energy, transportation, waste, and wastewater sectors. The City's CAP is based on inventories and forecasts contained within the Western Regional Council of Governments (WRCOG) Subregional CAP. The GHG reduction strategies in the WRCOG document build on inventory results of GHG emissions by sector and by jurisdiction, including the City of Perris.

Both the existing and the projected related GHG inventories in the City's CAP were derived based on the land use designations and associated designations defined in the City's General Plan. The Project includes the widening of Western Way from Van Buren Boulevard to Harley Knox Boulevard (approximately 2,770 feet), to a maximum width of 94 feet, expanding the roadway from two lanes to four in an effort to address existing traffic deficiencies. The Project is not proposing to amend the City General Plan and is consistent with all land use designations applied to the site. The Project is not proposing to amend the City General Plan and is consistent with all land use designations applied to the site. Additionally, the Project would not increase the number of people residing in the area. The Project is consistent with the types, intensity, and patterns of land use envisioned for the site in the General Plan, and as a result, the Project would not conflict with the land use assumptions or exceed the population or job growth projections used by the City CAP.

The Proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. No impact would occur.

4.8.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

> "Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in 22 CCR Section 662601.10 as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to

> human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Transporters of hazardous waste in California are subject to several federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow the CHP or DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation through national safety standards.

Other risks resulting from hazardous materials include the use of these materials in local industry, businesses, and agricultural production. The owner or operator of any business or entity that handles a hazardous material above threshold quantities is required by state and federal laws to submit a business plan to the local Certified Unified Program Agency (CUPA). The Riverside County Department of Environmental Health Hazardous Materials Branch is designated by the State Secretary for Environmental Protection as the CUPA for Riverside County in order to focus the management of specific environmental programs at the local government level. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits and conduct inspection and enforcement activities throughout Riverside County. This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs. The County will refer large cases of hazardous materials contamination or violations to the Santa Ana Regional Water Quality Control Board (RWQCB) (Region 8) and the California Department of Toxic Substances Control (DTSC). It is not uncommon for other agencies, such as federal and state Occupational Safety and Health Administrations, to become involved when issues of hazardous materials arise.

Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. The Project Site is not listed by the DTSC as a hazardous substances site on the list of hazardous waste sites compiled pursuant to Government Code § 65962.5 (Cortese List).

4.9.1.1 Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP Area is located in the MARB/IPA safety zones; therefore, all development within the Specific Plan area shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity

- Disclosure
- Lighting Plans
- Height Restrictions per *Federal Aviation Regulations* Part 77
- Form 7460 (Notice of Proposed Construction or Alteration)
- Infill

As noted in section 4.2.1, General On-Site Project Development Standards and Guidelines of the PVCCSP, the City of Perris prohibits uses that could affect the MARB/IPA, avigation easements, and Accident Potential Zones (APZs) consistent with the development standards and guidelines for Airport Overlay Zones. As such, the PVCCSP includes mitigation measures for potential impacts related to hazards and hazardous materials. Applicable mitigation measures incorporated into the Project are identified below and are assumed in the analysis presented in this section.

Land Use and Activities: Compatible and approved land uses and activities shall not be altered or amended without City consent. The following shall be prohibited:

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

Lighting Plans: Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ARB/IPA, for review and comment prior to issuance of building permits.

The Project is located within the MARB/IPA Airport Land Use Compatibility Plan Zone B2 (High Noise Zone). Zone B2 is similar to Zone B1 in terms of noise impact but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1.

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project would widen a 0.5-mile segment of Western Way from Harley Knox Boulevard to Van Buren Boulevard. Once complete, the Project would not involve the routine transport, use or disposal of hazardous materials. Furthermore, the Project would not involve the construction or modification of manufacturing, industrial, or other uses that handle large volumes of hazardous materials. Operations of the Proposed Project would be limited to vehicular use of the roadway which would involve minimal amounts of hazardous materials. Operation of the Project would not create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. The transport of hazardous materials by vehicles and trucks is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation.

Heavy equipment would operate on the Project Site during the Project construction phase. Heavy equipment typically utilizes petroleum-based substances that are considered hazardous materials if stored improperly. It is anticipated that heavy equipment required for construction activities would utilize hazardous materials including diesel fuel, gasoline, oil and hydraulic fluid. Additionally, paints, solvents, and other substances typically used in roadway construction and striping would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental release or spills, potentially posing health risks to workers, the public, and the environment. The use of these hazardous materials is a standard risk on all construction sites. The Project would be required to comply with all applicable federal, state, and local regulations regarding the transportation, use, and disposal of hazardous materials. The City (or its contractor) will implement a Stormwater Pollution Prevention Plan (SWPPP), listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements. Therefore, as the Project would comply with all applicable regulations regarding hazardous materials transport and storage. Impacts would be less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project would widen a 0.5-mile segment of Western Way between Van Buren Boulevard and Harley Knox Boulevard. Project operation would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. The use of on-site storage and or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. The Project would require limited quantities of hazardous materials during construction. The potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials during roadway improvements is considered low because the handling of any such materials would be addressed through the implementation of BMPs as listed in the SWPPP.

During Project Operations, vehicles and trucks may transport hazardous materials through the Project Site. A motor-vehicle collision involving a person transporting hazardous materials could result in a significant hazard to the public from the release of hazardous materials into the environment. However, the transportation of hazardous materials is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation and strict regulations established by local police and fire departments trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roadways. Furthermore, the Proposed Project includes the widening of an existing roadway segment within the City of Perris. As the Project does not include the commercial sale, storage or use of potentially hazardous materials, implementation of the Proposed Project would not substantially increase potential risk of accidental release of hazardous materials. Therefore, impacts of the Proposed Project 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.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑

No Impact.

Val Verde High School, located at 972 Morgan Street, in the City of Perris, is identified in the PVCCSP as within the Specific Plan boundary and a school of concern for potential hazardous materials emissions. Val Verde High School is the closest to the Project Site, located approximately 1.7 miles to the southeast. As such, the Proposed Project would not emit or handle hazardous materials, substances, or waste within one-quarter mile of an existing school. Some hazardous materials, such as diesel fuel, would be used during construction. Furthermore, the release of any spills to the environment during Project construction would be prevented through the BMPs listed in the SWPPP. Project operation would not emit hazardous emissions or handle hazardous or acutely hazardous materials. Therefore, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑

No Impact.

Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC), the State Department of Health Services, the State Water Resources Control Board (SWRCB), and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

The California Environmental Protection Agency's (CEPA) Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the Project Sites and/or the adjacent properties and businesses (CEPA 2025). The list, although mostly covering the requirements of Section 65962.5, has always been incomplete as it does not indicate if a specific site was at one time included in the abandoned site program.

A review of the Department of Toxic Substances Control's Hazardous Waste and Substances List (Cortese List) indicated that the Project Site is not located on any identified hazardous materials sites. Additionally, a review of the State Water Resources Control Board's Leaking Underground Storage Tank (LUST)

GeoTracker database and the USEPA's EnviroMapper indicated that there are no listed hazardous material sites within the project vicinity (DTSC 2025; SWRCB 2025; USEPA 2025). No impact would occur.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project Area?	☐	☐	☑	☐

Less than Significant Impact.

The March Air Reserve Base (MARB) Inland Port Airport (IPA) is located northeast of the Project Site. The centerline of Runway 14/32 is located approximately 0.25-mile northeast of the Project Site's terminus at the northern City limits. A MARB perimeter fence is located approximately 250-feet to the northeast of the northern extent of the Project Site at the City limits. The Proposed Project is located within Compatibility Zone B-2, High Noise Zone within the MARB IPA Land Use Compatibility Plan (March JPA 2018). The Proposed Project would widen an existing roadway and is not anticipated to generate a safety hazard to those motorists traveling within the ROW. However, the construction contractor would likely be exposed to generally high noise levels during construction that would require adequate hearing protection. This noise hazard would be a temporary occupational hazard during construction activities. Furthermore, the Project would not result in permanent employment associated with the ROW beyond existing roadway maintenance standards. A less than significant impact would occur.

Would the Project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project has the potential to interfere with emergency response access to areas near the Project Site during construction activities. As identified in the PVCCSP, emergency access throughout the Specific Plan Area, including the Project Site, would be maintained and provided in accordance with the County of Riverside's Multi-Hazard Functional Plan, and development pursuant to the Specific Plan would not interfere with adopted emergency response or evacuation plans. The City of Perris (or its contractor) will prepare a Traffic Control Plan (TCP) to ensure proper access to residences and businesses by emergency vehicles during construction and to maintain traffic flow. A less than significant impact would occur.

The Proposed Project would widen Western Way from Harley Knox Boulevard to northern City limits, which would be consistent with the requirements of the PVCCSP. Project improvements would improve emergency access within the Specific Plan Area. As such, long-term impacts related to emergency response or evacuation plans as a result of the Project would be beneficial.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project is located in a developed area of the City of Perris; The Project Site is located within a Local Responsibility Area (LRA), within an Non-VHFHSZ (CAL FIRE 2025). Project components would include the widening of the 0.5-mile segment of Western Way between Van Buren Boulevard at the City's boundary, to Harley Knox Boulevard and would not substantially alter the existing use of the ROW. Additionally, the Proposed Project would not include the addition of habitable structures. Therefore, the Proposed Project would not directly or indirectly increase the risk of loss, injury, or death involving wildland fires a less than significant impact would occur.

4.9.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

The City of Perris is within the San Jacinto River Watershed, which drains an approximately 540-square-mile area of western Riverside County. The San Jacinto River flows from the San Jacinto Mountains, across San Jacinto Valley, through the City of Perris to Railroad Canyon Reservoir, and finally to its terminus southwest of Perris at Lake Elsinore. Multiple tributaries flow into the San Jacinto River upstream of the City of Perris. These drainages include Poppet, Potrero, Laborde, Lamb, and Jackrabbit Creeks, which are ephemeral streams associated with the San Jacinto Mountain Range's major canyons. The Perris Valley Channel (PVC) is the only major tributary to the San Jacinto River within the City of Perris. The PVC is an earthen channel 250 feet wide which drains an approximately 38 square mile area that incorporates the cities of Perris and Moreno Valley, and unincorporated Riverside County (March Air Reserve Base). The channel flows north to south through southern Moreno Valley and Perris Valley before converging with the San Jacinto River.

The City of Perris groundwater sub-basins are listed for municipal and agricultural beneficial uses. Water quality objectives have only been established for total dissolved solids. The City of Perris is located above Perris South I, II, and III sub-basins. The Santa Ana Watershed Project Authority combines these three sub-basins into two groundwater management zones, referred to as Perris North and Perris South (City of Perris 2005).

4.10.1.2 Site Hydrology and On-Site Drainage

The Project Site is relatively flat and appears to generally drain from the north to the south towards Harley Knox Boulevard. According to the City of Perris General Plan Land Use Element and Federal Emergency Management Agency the Project Site and portions of its planning area, PA-1, are within the 500-year floodplain (City of Perris 2005; FEMA 2008).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☑	☐

Less than Significant Impact.

The City (or its contractor) will implement a Stormwater Pollution Prevention Plan (SWPPP), if necessary, listing Best Management Practices (BMPs) to prevent construction pollutants and products from violating any water quality standard or any waste discharge requirements. As stated previously, the Project would include two water quality basins and storm drain improvements as part of Project construction to alleviate ponding within the ROW. In addition to new stormwater infrastructure, on-site BMPs would treat stormwater before it discharges into the City's drainage network. A preliminary Water Quality Management Plan would be prepared, in accordance with the National Pollution Discharge Elimination System permit and would be in place during project operation. Therefore, with the implementation of BMPs as described by the WQMP and SWPPP, the Project would not violate any water quality standards, or waste discharge requirements, and would not otherwise substantially degrade surface or groundwater quality. A less than significant impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project does not involve the withdrawal of groundwater. The Proposed Project would increase the amount of impervious surfaces onsite with the proposed roadway configuration; however, the Project would improve drainage within the ROW to alleviate ponding under existing conditions. The Project includes the construction of new stormwater infrastructure, including storm-drains, gutters, and water quality management basins to convey and runoff away from the roadway. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 that would:				
i) result in substantial erosion or siltation onsite or offsite;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	☐	☐	☑	☐
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?	☐	☐	☑	☐

i-iii) **Less than Significant Impact.**

Project construction could result in erosion and have the potential to temporarily degrade the quality of receiving waters, if not properly managed. Erosion and/or siltation during construction would be minimized by implementation of BMPs included in the Proposed Project's SWPPP. With the implementation of BMPs, no significant long-term impact to water quality would result from construction activities. The Project would be required to comply with all applicable water quality standards. Impacts would be less than significant.

The Project involves modifications to an existing roadway and would not create or contribute runoff water greater than existing conditions. The drainage patterns on-site would be similar to existing conditions after implementation of the Proposed Project. No streams or rivers exist on the Project Site; therefore, none would be altered. The Proposed Project would not substantially increase future erosion potential because all areas proposed to be disturbed would be paved or landscaped avoiding exposed soils that

would be subject to erosion or siltation on- or off-site. Additionally, the Project would not increase the amount of runoff in a manner that would result in flooding. Impacts would be less than significant.

iv) **Less than Significant Impact.**

Based on review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) 06065C1410G (FEMA 2008), the Project Site is within the limits of Zone X: area of minimal flood hazard. The Project would not significantly alter existing drainage patterns and would include the construction of two water quality basins that have been designed to infiltrate a potential 100-year flood flows onsite. Additional stormwater infrastructure would be constructed as part of project implementation, including relocated storm drains, curb and gutter improvements, and two new catch basins. As such, the Project has been designed to accommodate and manage flows onsite to reduce ponding and flooding within the Western Way ROW. The Proposed Project would convey stormwater flows with curb and gutter improvements to storm drains and proposed catch basins within the ROW. As such would not substantially impede or redirect flood flows offsite. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☑	☐

Less than Significant Impact.

The Project Site is located approximately 37-miles northeast of the Pacific Ocean and 3.4-miles west of the Lake Perris Reservoir, the nearest large lake. Due to the distance to an ocean or a large lake, the Project Site would not be subject to a seiche or tsunami. The Proposed Project is not located near a mountainside or hillside; therefore, it would not be subject to mudflows. As stated previously, the Project Site is located within the FEMA Zone X: Area of minimal flood hazard, and has been designed to accommodate flows from a 100-year flood event (1-percent annual flood chance). As such, a less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

Less than Significant Impact.

The Project Site is located within the West San Jacinto Groundwater Management Area, under the jurisdiction of the Eastern Municipal Water District (EMWD). According to EMWD's 2020 Urban Water Management Plan (UWMP), EMWD predicts it would have sufficient supply to meet demands. The UWMP includes predicted growth and urban development in their forecasts for water demand (EMWD 2021).

The Proposed Project would require minimal water use during construction, primarily for periodic dust control during earthmoving activities. This water use would be temporary in nature and would cease upon completion of the Project. The Project would slightly increase impervious surface area along Western Way; however, the increase would not significantly impede groundwater recharge. The Proposed Project would comply with the NPDES stormwater permit for construction activity (Order 2022-0057-DWQ), and as such would prepare a SWPPP to prevent groundwater contamination. Impacts to water quality control and groundwater recharge would be less than significant. The Project would include two detention basins with sufficient capacity to capture and manage a 100-year flood event. Additionally, runoff would flow to gutters along the ROW into storm drains, similar to existing conditions. Therefore, the Proposed Project is not anticipated to substantially affect groundwater recharge. Furthermore, with implementation of BMPs, no significant long-term impact to water quality would result from construction activities. Impacts would be less than significant.

4.10.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The PVCCSP Final EIR identified that Western Way has been programmed to be improved as a Secondary Arterial under the City's General Plan, and that its construction would occur on a need basis (City of Perris 2011).

4.11.1.1 Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines applicable to the Project in terms of permitted land uses for the General Industrial designation. The PVCCSP does not include mitigation measures for this topic.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑

No Impact.

The Proposed Project includes the widening of an approximately 0.5-mile segment of Western Way, and the construction of associated roadway improvements. The surrounding land uses include Light Industrial, General Industrial, and Commercial developments. The Project would require the partial acquisition of property from the following APNs: 294180033, 294180039, 294180032, 294180033, 294180039, 294190068, 294190077, 294190037, 294190038, and 294190066 to the west, along the southbound travel lane, and 294190050, 294190064, 294190058, 294190057, 294190051, 294190032 to the east, along the northbound travel lane. However, the Project would not include the construction or demolition of housing

units. Furthermore, the widening and improvement of Western Way has been programed in the City's 2030 General Plan. As such, the Proposed Project would improve traffic infrastructure and would not physically divide an existing community. No impact would occur, and mitigation is not required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

No Impact.

4.11.2.1 Local Planning Programs

The City of Perris General Plan outlines goals in their Land Use Element to provide direction for future growth and development within the City of Perris, while minimizing existing and potential land use conflicts. Land Use and Circulation Element includes programs and policies to achieve its goal of providing balanced circulation systems coordinated with land uses to ensure safe, efficient, and environmentally sound movement of people and goods freely in the community. The Proposed Project would be constructed by the City of Perris in compliance with the City's land use documents and would be consistent with the goals policies and objectives of the General Plan's Land Use and Circulation Elements because it would allow for a more efficient and safe movement of traffic through Western Way. The Proposed Project would require the acquisition of additional right-of-way. As such, the City of Perris would acquire additional right-of-way in compliance with local and state regulations.

The Project Site is a 0.5-mile length of the Western Way ROW located within the PVCCSP area. As the Proposed Project would widen an existing roadway, the Project is consistent with existing land use and zoning designations and would not conflict with General Plan goals and policies. No General Plan amendment, Zone Change, or Specific Plan amendment is required for the Project. The Project would also comply with the applicable standards and regulations identified in the PVCCSP.

The Project's consistency with MARB/IPA planning programs, including the Airport Land Use Compatibility Plan, is discussed in Sections 4.9 and 4.13 of this Initial Study.

4.11.2.2 Regional Planning Programs

With respect to regional planning, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State law and designated under Federal law as a Metropolitan Planning Organization (MPO). The SCAG region encompasses six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the designated MPO, the deferral government mandates SCAG to research and draft plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews projects of regional significance for consistency with regional plans.

Please refer to Table 4.11-1 SCAG RTP/SCS Consistency Analysis Table, below, for a summary of the Project's consistency with applicable goals and policies of the Connect SoCal 2024 RTP/SCS.

Table 4.11-1. SCAG RTP/SCS Consistency Analysis Table	
Goal	**Consistency Analysis**
Mobility Policy 01: Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-it-First" principle.	**Consistent.** The Proposed Project would consist of modifications and improvements to the existing Western Way roadway in order to improve traffic operations. The Project would not include the development of a new roadway. Therefore, the Project is consistent with Mobility Policy 01 of the RTP/SCS.

Source: SCAG 2024

As shown in Table 4.11-2, below, the Proposed Project would be consistent with all applicable policies pertaining to roadway mobility, land use, and growth management in the City's General Plan.

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
Circulation Element	
Policy I.A: Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network	**Consistent.** As discussed in Section 4.17 Transportation, all roadway improvements would be consistent with the City of Perris Planning Area and the transportation system planned by the General Plan Circulation Element.
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent.** As discussed in Section 4.17 Transportation, all roadway improvements would be consistent with the City of Perris Planning Area and the transportation system planned by the General Plan Circulation Element. The Project would improve a 0.5-mile segment of Western Way with four 12-foot wide through lanes, with left turning lanes at the intersection of Nandina Avenue and Western Way. These roadway improvements are compatible with adjacent commercial, industrial, and MARB IPA land uses and would not result in incompatible uses. All proposed improvements would be reviewed by a registered civil engineer to meet all applicable development standards.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	
Policy VII.A: Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.	
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	**Consistent.** The Biological Technical Report and MSHCP Consistency Analysis prepared for the Proposed Project included a biological survey of the Project Site. Mitigation Measures listed in Section 4.4 Biological Resources, would ensure the Proposed Project complies with state and federal regulations and that biological resources onsite are protected to the extent feasible.

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent.** As discussed in Section 4.4, response f), The Project Site is located within the planning area for the Western Riverside County MSHCP. However, the Project Site is not located within any Conservation Areas, Criteria Cells, or Subunit designations. Furthermore, development of the Project Site is a covered activity within the MSHCP that has been contemplated within the MSHCP.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	**Consistent.** Mitigation Measures listed in Sections 4.5 Cultural Resources, and 4.7 Geology and Soils would ensure the Proposed Project complies with all state and federal regulations to ensure preservation of significant historical, archaeological, and paleontological resources.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** The Proposed Project is subject to the NPDES General Construction Permit. Section 4.10 Hydrology and Water Quality further discusses Project compliance with the requirements of the NPDES General Construction Permit.
Policy VIII.B: Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	**Consistent.** As discussed in Section 4.19 Utilities and Service Systems, the Project would generate construction and demolition waste. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandated that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50 percent. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that no less than 75 percent of solid waste be generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. Construction and demolition waste associated with the Proposed Project would be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. Compliance with City waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations; thus, reducing the amount of landfill waste by at least 75 percent.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	**Consistent.** The Noise Analysis prepared for the Project has determined that noise levels at the Project Site would meet and comply with the City of Perris noise criteria and the requirements of the State of California.
Policy II.A: Appropriate measures shall be taken in the design phase of future roadway widening	**Consistent.** As described in Section 4.13 Noise, the nearest sensitive land uses to the Project Site are residences south of

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
projects to minimize impacts on existing sensitive noise receptors.	the Project Site fronting Oleander Avenue, approximately 1,095 feet distant in the City of Perris. During Project construction activities no individual piece of construction equipment or cumulative construction equipment would exceed the City's threshold of 80 dBA L_{max} at the nearest residential sensitive receptors.
Policy IV.A: Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	**Consistent.** As stated in Section 4.13 Noise, the Project Site is located within the 75 dBA CNEL noise contour. However, the Project would not introduce new residential uses or permanent work-related occupancy.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent.** As discussed in Section 4.17 Transportation, all project circulation improvement plans would be reviewed and approved by the City Engineer for compliance with City of Perris roadway design standards prior to the issuance of a building permit.
Policy S-4.1: Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	**Consistent.** The Project Site is located in Zone X. These zones are moderate flood hazard areas outside of the 100-year floodplain. Although the Project Site is not located within a flood hazard area based on the FEMA Flood Insurance Rate Map Number 06065C1410G dated August 28, 2008; The Project would include two detention basins that have been designed to capture and manage a 100-year flood event.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	**Consistent.** As discussed in Section 4.10 Hydrology and Water Quality, the Proposed Project is subject to the requirements of the NDPES General Construction Permit to ensure that stormwater runoff does not adversely affect water quality or environmental health. Furthermore, the Proposed Project would be required to adhere to a SWPPP during construction. As part of the SWPPP construction contractors would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, which would ensure that runoff would not substantially increase during construction. The Proposed Project would also include gutters and storm drains.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE)	**Consistent.** As previously stated, the Project Site is located in Zone X. These zones are moderate flood hazard areas outside of the 100-year floodplain. Furthermore, the Project Site is not located within a flood hazard area based on the FEMA Flood Insurance Rate Map Number 06065C1410G dated August 28, 2008.

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent.** The Project Site is located outside of the VHFHSZ. Furthermore, the Proposed Project would comply with the City of Perris General Plan, Safety Element, Policy S-2.1 and S5-10.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent.** Although the Project would not construct habitable structures, once operational the Project would improve circulation capacity through the Project Site. During construction activities a Traffic Control Plan would be implemented to provide adequate circulation capacity through the Project Site.
Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent.** As stated in Section 4.9 Hazards and Hazardous Materials, the Project Site is located within Compatibility Zone B-2, High Noise Zone within the MARB IPA Land Use Compatibility Plan (RCALUC 2014). As part of the City's entitlement process the Project Applicant will consult with the MARB/IPA and ALUC on an as needed basis to determine if the Project is compatible with the land use and design limitations in the MARB/IPA ALUCP. Tentative approval by the ALUC was granted subject to Project compliance with standard land use and design conditions of approval.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Healthy Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	**Consistent.** The Proposed Project's roadway improvements have been designed to meet the City of Perris' development standards, including but not limited to line-of-sight requirements. The Project is also required to comply with the California Fire Code (City of Perris Municipal Code Section 16.08.058), which stipulates the standards for access, fire hydrants, water pressure, and fire lanes. Additionally, the Project would be required to comply with all applicable lighting requirements of the City of Perris Municipal Code. As part of the City's entitlement process, a Project-Specific site lighting and specification plan will be prepared and submitted by the City as required per Chapter 19.50, Section 19.50.060, Submittal of supporting plans.
Policy HC 2.3: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: o Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly o Increasing opportunities for active transportation (walking and biking) and transit use	**Consistent.** The Proposed Project would include new features that promote increased physical activity, specifically the Project would increase opportunities for active transportation use by constructing new sidewalks that would extend existing pedestrian infrastructure.

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
o Encouraging the development of neighborhood grocery stores that provide fresh produce	
Policy HC 6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	**Consistent.** As stated previously in Section 4.10, Hydrology and Water Quality, construction of the Proposed Project would result in water quality impacts without proper controls. The Project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. During construction, to comply with the General Permit the City (or its contractor) would be required to implement a SWPPP, which would include BMPs to prevent construction pollutants and products from violating any water quality standards or any waste discharge requirements. Additionally, during project operations a Water Quality Management Plan (WQMP) would be implemented to comply with the State Water Resources Control Board (SWRCB) MS4 permit requirements. The WQMP details the Proposed Project's stormwater management system to address post-construction runoff quality and quantity.
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities. o Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. o All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. o Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	**Consistent.** The air quality and greenhouse gas analyses in this Initial Study evaluated the Project emissions generated as a result of construction and operation. Based on SCAQMD thresholds, the Project would not exceed any SCAQMD thresholds, the project would not exceed any SCAQMD air emission thresholds during either construction or the operational life of the Project. The Project would be consistent with the emission-reduction goals of the 2022 AQMP. No impact would occur.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or	**Consistent.** As discussed in Section 4.11, Land Use and Planning, the Project would be consistent with the PVCCSP. As discussed in Section 4.17, Transportation, all roadway

Table 4.11-2. City of Perris General Plan Consistency Analysis Table	
POLICY	**CONSISTENCY**
other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	improvements are consistent with the transportation system that is proposed for the area by the Circulation Element.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent.** As discussed in Section 4.9, a review of hazards and hazardous material databases was performed to identify evidence of unauthorized releases of hazardous materials to the surface, subsurface, and groundwater. No businesses that would present environmental concerns to the Project Site were identified, and the Project Site is not included on a compiled list of hazardous materials sites pursuant to Government Code Section 65962.5.
Goal 5.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	**Consistent.** As discussed in Section 4.17, Transportation, all roadway improvements are consistent with the transportation system that is proposed for the area by the Circulation Element.

The Project would relieve congestion and improve mobility along Western Way as it would widen Western Way to its ultimate width, consistent with the alignment width of Secondary Arterial as described by the PVCCSP and the City's 2030 General Plan. As such, the Project would result in positive effects on traffic circulation in the vicinity of the PVCCSP Area. Therefore, the Proposed Project would be consistent with the PVCCSP.

Based on the analysis presented above, the Proposed Project would be consistent with all applicable land use plans, policies, and regulations, no impact would occur, and no mitigation is required.

4.11.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Minable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the project area. The conservation, extraction, and processing of mineral resources is essential to meeting the needs of society.

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The

intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

- MRZ-1: Areas of no mineral resource significance
- MRZ-2: Areas of identified mineral resource significance
- MRZ-3: Areas of undetermined mineral resource significance
- MRZ-4: Areas of unknown mineral resource significance

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑

No Impact.

Land within the City of Perris and its sphere of influence are designated MRZ 3 (Significant resource area [quality and quantity unknown]) and MRZ 4 (No information [applies primarily to high-value ores]) (City of Perris 2005). No sites have been designated as locally-important mineral resource recovery sites on any local plan. As such, no impact to the availability of a known mineral resource would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

No Impact.

Western Way is an existing roadway within the City of Perris and is not a mineral resource recovery site. No sites on or adjacent to the Project Site have been designated as locally important mineral resource

recovery sites on any local plan. Therefore, the Project would have no impact to the availability of a locally important mineral resource recovery site.

4.12.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in L_{eq}) and the average daily noise levels/community noise equivalent level (in L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- **Equivalent Noise Level (L_{eq})** is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **Day-Night Average (L_{dn})** is a 24-hour average L_{eq} with a 10-dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- **Community Noise Equivalent Level (CNEL)** is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB (dBA) for each doubling of distance from a stationary or point source (Federal Highway Administration [FHWA] 2017a). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2017a). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed.

For line sources, an overall attenuation rate of three dB per doubling of distance is assumed (FHWA 2017a).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 5 to 10 dBA (FHWA 2017b). According to the FHWA (2017b), noise barriers can reduce noise levels by 15 dBA in certain instances, yet this level of noise reduction is very difficult to achieve. To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer residential units is generally 30 dBA or more (Harris Miller, Miller & Hanson Inc. 2006). Generally, in exterior noise environments ranging from 60 dBA Community Noise Equivalent Level (CNEL) to 65 dBA CNEL, interior noise levels can typically be maintained below 45 dBA, a typical residential interior noise standard, with the incorporation of an adequate forced air mechanical ventilation system in each residential building, and standard thermal-pane residential windows/doors with a minimum rating of Sound Transmission Class (STC) 28. (STC is an integer rating of how well a building partition attenuates airborne sound. In the U.S., it is widely used to rate interior partitions, ceilings, floors, doors, windows, and exterior wall configurations). In exterior noise environments of 65 dBA CNEL or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable in noise environments experiencing less than 75 dBA CNEL with proper wall construction techniques following California Building Code methods, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems.

4.13.1.1 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70

dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

4.13.1.2 Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in adverse risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as hospitals, historic sites, cemeteries, and certain recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest noise sensitive land uses are residences located approximately 1,095 feet south of the Project Site fronting Oleander Avenue.

4.13.1.3 Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through peak particle velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.1.4 Existing Ambient Noise Environment

The most common and significant source of noise in the City of Perris is mobile noise generated by transportation-related sources which include vehicle traffic, air traffic, the railroad, Perris Auto Speedway,

March Inland Port, and the Perris Valley Airport and Skydiving Center. Other sources of noise are the various land uses (i.e., residential, industrial and commercial) that generate stationary-source noise. The Project Site is an existing roadway, Western Way, that spans approximately 2,770 linear feet between Van Buren Boulevard and Harly Knox Boulevard. The Project Site is surrounded by industrial land uses and is bordered by the March Air Reserve Base to the north.

The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in CNEL/L_{dn}, daytime L_{eq}, and nighttime L_{eq}, based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "*95% prediction interval [confidence interval] is on the order of +/- 10 dB*." As previously described, the Project Site is an existing two-lane roadway surrounded by industrial land uses. Thus, the Project Site would generally be considered ambient noise Category 1 and generally experiences noise levels of 66 dBA L_{eq} during the daytime.

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	Typical CNEL/ L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or for other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67 dBA	66 dBA	58 dBA
2	Moderate Commercial & Industrial Areas and Noisy Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62 dBA	61 dBA	54 dBA

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	Typical CNEL/ L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial streets, and intersections, with little traffic compose this category.	6,384	57 dBA	55 dBA	49 dBA
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52 dBA	50 dBA	44 dBA
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small wooded valley.	638	47 dBA	45 dBA	39 dBA
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42 dBA	40 dBA	34 dBA

Source: The American National Standards Institute (ANSI) 2013

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐

Less Than Significant Impact.

4.13.2.1 Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities, as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, grading). Noise generated by construction equipment, including excavators and material handlers, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (e.g., dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The Project Site is located within the City of Perris. The City of Perris Municipal Code prohibits construction activity between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and is prohibited at all times on Sundays, Columbus Day and Washington's birthday. Additionally, construction activity shall not exceed 80 dBA L_{max} in residential zones in the City. Riverside County does not promulgate a numeric threshold pertaining to the noise associated with construction. In order to remain compliant with the City's regulations, the Proposed Project would be required to follow these construction guidelines.

A previous Fifth District of Appeal decision held that the use of an absolute noise threshold for evaluating all ambient noise impacts violated CEQA because it did not provide a "complete picture" of the noise impacts that may result from implementation of the ordinance. As such, the Proposed Project's construction noise is calculated and then added to the estimated existing ambient noise level in the Project vicinity as determined by the ANSI Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present", which provides an approximate background sound levels based on land use and population density (see Table 4.13-1). As previously described, the Project Site would generally be considered ambient noise Category 1 and thus generally experiences noise levels of 66 dBA L_{eq} during the daytime. As previously described, the dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. For instance, when combining two separate sources where one of the noise sources is 10 dB or more greater than then other noise source, the noise contribution of the quieter source is virtually completely obscured by the louder source.

The nearest sensitive land uses to the Project Site are residences south of the Project Site fronting Oleander Avenue, approximately 1,095 feet distant in the City of Perris. To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors and in order to evaluate the potential adverse effects from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the City of Perris Municipal Code.

The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 4.13-2.

Table 4.13-2. Onsite Construction Average (dBA) Noise Levels at Nearest Receptor

Construction Phase	Ambient Noise Level* (dBA L_{eq})	Estimated Construction Noise Level @ Closest Sensitive Receptor (L_{max})	Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{max})	Construction Noise Standards (dBA L_{max})	Exceeds Standard?
Demolition	66.0	62.8	67.7	*80*	**No**
Site Preparation		57.2	66.5	*80*	**No**
Grading		58.2	66.7	*80*	**No**
Building Construction, Paving & Architectural Coating		57.2	66.5	*80*	**No**

Source: Construction noise levels were calculated by ECORP Consulting using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix E for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2022.1.1. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. *Ambient noise levels of the Project Site are estimated using the ANSI Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present".

As shown in Table 4.13-2, during construction activities no individual piece of construction equipment or cumulative construction equipment would exceed the City's threshold of 80 dBA L_{max} at the nearest residential zone. This impact would be less than significant.

4.13.2.2 Post Project Construction Noise

Once construction is complete, Western Way would have, new street lighting, sidewalks, curb and gutter, ADA ramps, and a retaining wall. The widening of the road is not anticipated to increase the number of daily traffic trips beyond previously estimated traffic volumes. It is noted that the widening of the road would allow for more fluid traffic movement, resulting in higher speeds throughout the day, and would decrease the distance between the roadway and the industrial land uses located directly east and west. However, the Project Site is located in a highly developing area of the City that is experiencing an increasing ambient noise environment. Additionally, the encroaching distance of the roadway onto

receptors is not robust enough to create a perceivable noise increase (3 dBA). This impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☑	☐

Less Than Significant Impact.

4.13.2.3 Project Construction Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-3.

Table 4.13-3. Representative Vibration Source Levels for Construction Equipment

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: FTA 2018

The City of Perris does not regulate or have a numeric threshold associated with construction vibrations. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, the Caltrans (2020) recommended standard of 0.3 inches per second PPV with respect to the

prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. The nearest structures of concern to the construction site, with regard to groundborne vibrations, are the industrial land uses located east and west of the Project Site at varying distances with the closest being approximately 20 feet from the edge of the new roadway.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-3 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential project construction vibration levels. The FTA provides the following equation:

$$[PPVequip = PPVref \times (25/D)^{1.5}]$$

Table 4.13-4 presents the expected Project related vibration levels at a distance of 20 feet.

Table 4.13-4 Construction Vibration Levels at 20 Feet

Receiver PPV Levels (in/sec)[1]					Peak Vibration	Threshold	Exceed Threshold?
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.124	0.106	0.049	0.238	0.294	0.294	0.3	No

Notes: [1]Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-3 (FTA 2018). Distance to the nearest structure of concern is approximately 20 feet measured from the edge of the Project Site.

As shown in Table 4.13-4, vibration as a result of onsite construction activities on the Project Site would not exceed 0.3 PPV at the nearest structure. Thus, onsite Project construction would not exceed the recommended threshold. Vibration as a result of Project construction would have a less than significant impact.

Post Project Construction Vibration

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Therefore, the Project would result in negligible groundborne vibration impacts during operations. The Project would have a less than significant impact in this regard.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

No Impact.

The Project Site is located directly south of the March Air Reserve Base. According to the March Air Reserve Base Compatibility Use Study (2021), the Project Site is located within the 75 dBA CNEL noise contour. However, the Project would not introduce new residential uses or permanent work-related occupancy. During construction, workers may experience intermittent exposure to elevated aircraft noise levels while performing outdoor construction activities. However, such exposure would occur only during allowed construction hours, would be limited in duration, and would be typical of outdoor work activities commonly performed in similar environments near airports. Once operational, the roadway would be used by vehicle occupants traveling through the area, whose exposure to aircraft noise would be temporary and intermittent. Therefore, the Project would have no impact in this regard.

4.13.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Environmental Setting

The City's population (2020) is estimated at 78,700 persons (SCAG 2020). The SCAG 2016-2040 RTP/SCS growth forecasts estimates the population of the City will increase to 116,700 residents and 32,200 employees by the year 2040 (SCAG 2016).

4.14.1.1 Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to population and housing resources are included in the PVCCSP.

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑

No Impact.

The Proposed Project would improve the area's transportation infrastructure by widening Western Way from Harley Knox Boulevard to Van Buren Boulevard. The Project does not include the development of residential uses and would not directly increase the resident population or create new jobs that would increase employment opportunities in the City of Perris. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area. Therefore, construction of the Proposed Project would not generate a substantial temporary or permanent increase in population within the Project Area.

The Project would involve roadway improvements consistent with the PVCCSP. The Proposed Project does not include the extension of roads or utilities in a manner that would indirectly induce substantial growth in the immediate vicinity of the Project Site or elsewhere. The Proposed Project would not add additional housing or create permanent jobs in the Project Area that would induce population growth. No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

No Impact.

The Proposed Project would widen and improve Western Way and require the partial acquisition of adjacent properties for the construction of sidewalks and other roadway improvements. The Project would not require the demolition of any housing units nor require the construction of replacement housing. Therefore, the Proposed Project would not displace people or existing housing. No impact would occur.

4.14.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Police Services

The City of Perris contracts with the Riverside County Sheriff's Department. The County Sherriff's Department operates as the Perris Police Department, providing law enforcement services to the City of Perris. The Perris Police Station is located at 403 East 4th Street in Perris, also serving a sizeable area of unincorporated Riverside County (City of Perris 2016a).

4.15.1.2 Fire Services

The California Department of Forestry and Fire Protections (CAL FIRE), under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD), provides fire prevention and suppression to the City of Perris. RCFD operates two fire stations within the City. As part of a cost sharing agreement, fire service is provided on an as-needed basis from nearby Riverside County fire stations (City of Perris 2016a).

4.15.1.3 Schools

The City of Perris is served by five school districts: the Val Verde Unified School District, the Perris Union High School District, the Perris Elementary School District, the Romoland School District, and the Menifee Union School District (City of Perris 2005).

4.15.1.4 Parks

The City of Perris currently operates 25 facilities within its planning area. The City of Perris' park amenities range from benches and trails to ball fields and restrooms. There are no parks within the PVCCSP Planning Area; most of the City's park facilities are located near residential areas to the south and east. The PVCCSP includes some active recreational facilities, including bike lanes and trails. However, none of these facilities are located within the Project Site.

4.15.1.5 Other Public Facilities

The City of Perris provides library services through the Riverside County Library System. Policies and approaches to ensure the adequate provision of library facilities are under the jurisdiction of Riverside County. The following four library facilities serve the City of Perris: Perris Library, Nuview Library, Sun City Library, and Paloma Valley Library.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☑
Fire Protection?	☐	☐	☐	☑
Police Protection?	☐	☐	☐	☑
Schools?	☐	☐	☐	☑
Parks?	☐	☐	☐	☑
Other Public Facilities?	☐	☐	☐	☑

No new or altered public facilities would need to be constructed as a result of the Proposed Project to meet acceptable service ratios, response times, or other performance objectives for any public service because the Proposed Project would increase the capacity of Western Way allowing for a safer and more efficient flow of traffic through the Project vicinity. A beneficial impact would occur.

4.15.2.1 Fire Protection

No Impact.

As stated previously, Project implementation would not require the construction of new public facilities. However, it should be noted that in order to accommodate the proposed widening of Western Way, some fire hydrants would be relocated during construction under the guidance of EMWD. Fire hydrants would be relocated in similar locations along Western Way to accommodate the complete Project and would not otherwise undergo any physical alterations. Once construction is complete, the fire hydrants would continue to operate as they do under existing conditions. Therefore, the Proposed Project would not result in a substantial adverse physical impact associated with the provision or need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. The City will prepare a Traffic Control Plan as part of the Proposed Project. No impact would occur.

4.15.2.2 Police Services

No Impact.

The Proposed Project consists of roadway improvements within a developed urban area. The Project does not have the potential to induce population growth as it would not create new employment or new housing opportunities. Therefore, the Proposed Project would not trigger the need for new or physically altered police facilities or result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities. Police protection response times could potentially be affected during construction. The City will prepare a Traffic Control Plan as part of the Proposed Project. No impact would occur.

4.15.2.3 Schools

No Impact.

Val Verde High School and Rainbow Ridge Elementary School are both located approximately two miles to the south and northeast of the Project Site, respectively. The Proposed Project consists of roadway improvements within a developed urban area. The Project does not have the potential to induce population growth as it would not create new employment or new housing opportunities. Therefore, the Proposed Project would not introduce any new school aged children to the City, or within the Project Site boundary, or trigger the need for new or physically altered school facilities. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. No impact would occur, and no mitigation is required.

4.15.2.4 Parks

No Impact.

The closest City managed park to the Project Site is Paragon Park, located approximately 3.6-miles to the southeast of the Project Site. The Project does not have the potential to induce population growth as it would not create new employment or new housing opportunities. Therefore, the Proposed Project would not result in the need for new or physically altered park or recreational facilities. As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities. No impact would occur, and no mitigation is required.

4.15.2.5 Other Public Facilities

No Impact.

The Proposed Project does not have the potential to induce population growth as it would not create new employment or new housing opportunities. Implementation of the Project would not result in an increased demand for other public services including libraries, community centers, and public health care facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. No impact would occur, and no mitigation is required.

4.15.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

Most of the parks within the City of Perris are located east of I-215. The Proposed Project is located within Planning Area 1 which is characterized by industrial land uses and contains no operational City parks. Additionally, as noted in Sections 4.14 and 4.15 of this Initial Study, the Project would not increase employment or housing opportunities and as such would not increase the demand for or use of recreational facilities within the City of Perris.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑

No Impact.

The Proposed Project would widen a 0.5-mile segment of Western Way within the PVCCSP area from Harley Knox Boulevard to Van Buren Boulevard. The Project would not result in the creation of new jobs, or in an increase in local population, as the Project does not involve the development of residential uses. Currently, Western Way includes sidewalks which connect the Project Site with the City-wide system of sidewalks to off-site open space, trails, parks, and other community amenities in the surrounding area. Sidewalks within the ROW would either be protected in place or relocated, improved, and extended. The Project would not require the construction or expansion of public recreational facilities or result in the accelerated physical of existing recreational facilities. As such, the Project would not increase demand for neighborhood and regional parks, or other recreational facilities in a manner that would accelerate the physical deterioration of recreational facilities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☑

No Impact.

The Proposed Project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

4.16.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.17 Transportation

4.17.1 Environmental Setting

4.17.1.1 Street Network

Within the City of Perris roadways are classified into five classifications: Smart Street, Major Arterial, Primary Arterial, Secondary Arterial, and Collector Arterial. Western Way is identified in the PVCCSP as a Secondary Arterial and a truck route (City of Perris 2011). Per the PVCCSP, secondary arterials are intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64 feet to 70 feet and may have one or two lanes in each direction. Western Way traverse the Specific Plan area in a north-south direction and commences at Harley Knox Boulevard extending north to the March Air Reserve Base (City of Perris 2022a).

Regional east-west access to the PVCCSP area is provided by through points of entry along Interstate 215 from the Ramona Expressway/Cajalco Road, Harley Knox Boulevard, Rider Street, and future Placentia Avenue along the southern boundary. The Ramona Expressway and Harley Knox Boulevard also provide direct and indirect regional access to Interstate 15, State Route 60, and Interstate 10. Points of entry from the San Jacinto region to the east include Ramona Expressway/Cajalco Road, future Rider Street, and future Placentia Avenue. Regional north-south access to the PVCCSP area is provided via Interstate 215, Perris Boulevard, and Indian Avenue.

4.17.1.2 Bicycle and Pedestrian Facilities

The City of Perris currently accommodates bicycle and pedestrian travel on multipurpose trails, sidewalks, and bikeways. The City's General Plan does not identify bicycle lanes within the Project Site. However, sidewalks are present along portions of the Project Site under baseline conditions.

4.17.2 Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. T

4.17.2.1 Lane Requirements/Expanded Intersections

All Specific Plan roads are to be constructed per the lane requirements outlined in Table 5.0-2 of the PVCCSP and provide expanded intersections as described in the Specific Plan. The PVCCSP states that Secondary Arterials which intersect with an Expressway, Arterial, Secondary Arterial or Collector, within the PVCCSP Planning Area must include four through lanes, one left-hand turn lane, and one right-hand turn lane (City of Perris 2011).

4.17.2.2 Traffic Signal Interconnect

Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduits shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter and shall be traffic bearing type.

4.17.3 PVCCSP Truck Route Standards and Guidelines

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

4.17.3.1 Large Turning Radius

A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50-feet being the preferred driveway turning radius.

4.17.3.2 Concrete Intersections and Approaches

All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

4.17.3.3 Increased Stacking

Typical staking distance at turn pockets is 200-feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.

4.17.3.4 Acceleration/Deceleration Lanes

Acceleration, deceleration, as well as right turn lanes may be required to prevent traffic congestion at truck entrances and exits.

4.17.3.5 Mitigation Measures

Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

4.17.4 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project is a roadway widening project that would add an additional northbound and southbound lane to a segment of Western Way from Harley Knox Boulevard to Van Buren Boulevard. The Proposed Project would be consistent with the goals and policies of the City of Perris General Plan Circulation Element that encourages safe and efficient movement of people and goods through the City's transportation network. Furthermore, as stated previously in Section 4.11, Land Use, the Proposed Project would be consistent with the goals and policies of the City of Perris General Plan, including Circulation Element goals and policies that encourage safe and efficient movement of people and goods through the City's transportation network.

The City of Perris General Plan contains Level of Service standards for roadways. During Project construction, the Project could result in temporary impacts to level of service through the Project Site. However, the City or its contractor would prepare and implement a traffic control plan to reduce temporary construction impacts to vehicle circulation. Impacts would be less than significant.

Once construction is complete, the Project is anticipated to result in a positive impact to LOS, by adding an additional through lane in each direction, improving circulation. As such, although the Project would result in a temporary impact to LOS, upon project implementation, a beneficial impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☑	☐

Less than Significant Impact.

CEQA Guidelines section 15064.3, subdivision (b) details the use of vehicle miles traveled (VMT) to assess the significance of transportation impacts. As detailed in CEQA Guidelines section 15064.3, subdivision (c), beginning on July 1, 2020, the provisions of this section shall apply statewide.

Section 15064.3 subdivision (b) of the CEQA guidelines specify for Transportation Projects: "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable

requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152."

The Project would widen Western Way ROW from Harley Knox Boulevard to Van Buren Boulevard. As the Proposed Project is a linear roadway segment, it would not generate any new vehicle trips to or from the Project Site during its operation, instead it would increase the capacity and improve traffic operations to help alleviate existing and future traffic congestion. Specifically, the Project would include improvements to the City's multimodal circulation network. However, in consideration of the subjectivity of this criteria, and in the interest of being fully comprehensive, KOA Lochner prepared a full VMT analysis using the RIVCOM travel demand model (KOA 2025; Appendix F). The VMT memo found that the Project would result in an overall net decrease in VMT per service population in the City of Perris upon applying adjustments for induced travel and pedestrian network improvements. Therefore, the Project would have a less than significant impact regarding conflict or inconsistency with CEQA Guidelines Section 15064.3, subdivision (b).

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑

No Impact.

The Proposed Project would add one additional through lane along Western Way in each direction between Van Buren Boulevard and Harley Knox Boulevard. The Proposed Project would allow for a safe efficient circulation of traffic through the Project area. Project engineering plans would be reviewed and approved by the City of Perris to ensure the Proposed Project's design meets the City's development standards. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed project would require construction within the Western Way ROW and require temporary road closures. During project construction emergency access along the Project alignment could potentially be affected. The City will prepare a Traffic Control Plan as part of the Proposed Project. A less than significant impact would occur.

4.17.5 Mitigation Measures

No significant impacts were identified, and no mitigation measures are required.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

Ethnographic accounts of Native Americans indicate that the Study Area lies predominantly within the original territory of the Cahuilla. The Cahuilla spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family. The Cahuilla occupied a territory ranging from the San Bernardino Mountains in the north to the Chocolate Mountains and Borrego Springs in the south, and from the Colorado Desert in the east to Palomar Mountain in the west. They engaged in trade, marriage, shared rituals, and war with other groups of Native Americans whose territories they overlapped, primarily the Serrano and Gabrieliño (ECORP 2025c).

Cahuilla subsistence consisted of hunting, gathering, and fishing. Villages were often located near water sources, most commonly in canyons or near drainages on alluvial fans. Major villages were fully occupied during the winter, but during other seasons task groups made periodic forays to collect various plant foods, with larger groupings from several villages organizing for the annual acorn harvest (ECORP 2025c). Bean and Saubel (1972) have recorded the use of several hundred species of plants used for food, building/artifact materials, and medicines. The major plant foods included acorns, pinyon nuts, and various seed-producing legumes. These were complemented by agave, wild fruits and berries, tubers, cactus bulbs, roots and greens, and seeds.

Hunting focused on both small to medium-sized mammals such as rodents and rabbits, and large mammals such as pronghorn sheep, mountain sheep, and mule deer. Hunting was done using the throwing stick or the bow and arrow, though nets and traps were also used for small animals (ECORP 2025c).

Cahuilla buildings consisted of dome-shaped or rectangular houses, constructed of poles covered with brush and above-ground granaries (ECORP 2025c). Other material culture included baskets, pottery, and grinding implements; stone tools, arrow shaft straighteners and bows; clothing (loincloths, blankets, rope, sandals, skirts, and diapers); and various ceremonial objects made from mineral, plant, and animal substances (ECORP 2025c).

As many as 10,000 Cahuilla may have existed at the time of European contact in the 18th century (ECORP 2025c). Circa 1900, Cahuilla lived in the settlements of La Mesa, Toro, and Martinez on the Augustin and Toro Indian Reservations. As of 1974, approximately 900 people claimed Cahuilla ancestry (ECORP 2025c).

4.18.1.1 Assembly Bill 52

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include tribal cultural resources, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as "a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004." This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines tribal cultural resources for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
    c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a) and b) also meet the definition of a historical resource under CEQA, a tribal cultural resource may also require additional consideration as a historical resource. Tribal cultural resources may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

i-ii) In addition to AB 52 Consultation, the City requires consultants to contact the California Native American Heritage Commission (NAHC) to request a search of the Sacred Lands File (SLF) as part of cultural resources studies. ECORP contacted the NAHC on November 11, 2024, to request a search of the SLF for the Project Site. On December 3, 2024, the NAHC provided results of their review and a list of tribal groups and representatives affiliated with the Project site. A review of the NAHC SLF failed to indicate the presence of Native American traditional sites/places within the Project site. The NAHC did note that the absence of archaeological features and Native American cultural resources does not preclude their existence and recommended contacting the listed tribal groups and representatives that may have specific knowledge of the Project Site.

On May 16, 2025, the City of Perris formally initiated and notified all tribes found on the contact list of California Native American Tribes which have requested formal notification from the City. The City received a response from the Agua Caliente Band of Cahuilla Indians on May 21, 2025, via email, requesting copies of any cultural resource documentation generated in connection with the Project. The Tribe then deferred formal consultation to other local tribes. The City received a response from the

Pechanga Band of Indians (Pechanga) on June 6, 2025, the Morongo Band of Mission Indians (Morongo) on June 9, 2025, and the Rincon Band of Luiseño Indians (Rincon) on June 13, 2025 indicating the desire to consult regarding potential impacts to Tribal Cultural Resources, that the Project Site is located within their ancestral territory, and requesting additional information regarding the Proposed Project. An additional initiation consultation letter was sent to a second representative of the Pechanga on June 10, 2025. Consultation letters with a link to the requested data were sent via email to the Morongo and Rincon tribal representatives on June 13, 2025. The City did not received a response from the Soboba Band of Luiseño Indians or Torres-Martinez Desert Cahuilla Indians.

Rincon replied on June 19, 2025, reporting access issues. A follow-up email was sent that same day to re-share requested data and confirm access. A follow-up email was sent to the Rincon on July 15, 2025, inquiring about confirmation of access and any comments or questions. A link to the project files was re-sent and Rincon confirmed access. Two follow-up emails were sent to the Rincon on August 8, 2025 and August 22, 2025, inquiring about any feedback.

On June 23, 2025, Morongo confirmed access to all requested information, and on June 30, 2025, provided a PDF letter via email requesting mitigation measures and an updated cultural context section of the provided cultural report. On July 1, 2025, the City confirmed they received comments from Morongo. On August 27, 2025, Morongo acknowledged receipt of the cultural resources study and geotechnical reports and confirmed their desire to continue with AB 52 consultation until Project completion. Morongo provided comments to the cultural resources study and requested engineering plans with vertical APE depths; participation in the contractor cultural sensitivity training; archaeological and tribal monitoring during all ground-disturbing activities; and either a Cultural Resources Monitoring Plan or Cultural Resources Management Plan. The City responded via email on November 10, 2025 with the requested documents and that the above-mentioned request would be included in the CEQA document. The City requested any comments to be received within 14 days.

On July 1, 2025, a follow-up email was sent to Pechanga, and a response was received requesting a link to project information. A link with project information was provided to the Pechanga representatives on July 2, 2025. On July 10, 2025, Pechanga requested the City's availability for a consultation meeting in August. On July 21, 2025, the City and Pechanga coordinated a meeting on August 21, 2025. At the meeting mitigation measures were established including a cultural resources plan and measures for the handling of TCRs., Pechanga requested additional project information and scheduled a second meeting for October 6, 2025. A second meeting with Pechanga was held on October 6, 2025. Pechanga confirmed receipt of additional Project information and reburial exhibit. After some clarification comments, it was stated that the exhibit would be presented to their Cultural committee for review and comment. Pechanga also requested the cultural and tribal cultural resources sections of the IS/MND document. Draft cultural and tribal cultural resources sections were electronically delivered October 20, 2025 with Pechanga acknowledging receipt on October 21, 2025. Follow up outreach by the City for response occurred on December 3, 2025 and December 9, 2025.

On December 10, 2025, conclusion for consultation letters were sent via email to Rincon and Morongo, and on January 12, 2025, a conclusion for consultation letter was sent via email to Pechanga.

Based on tribal consultation efforts, TCRs noted in the area have a moderate potential to be affected during ground disturbing activities. Implementation of the Mitigation Measures TCR-1 and TCR-2 would ensure potential impacts remain less than significant.

4.18.3 Mitigation Measures

TCR-1: **Cultural Resources Management Plan.** The project proponent shall submit to the lead agency a Cultural Resources Management Plan (CRMP) to outline the process for compliance with applicable cultural resources and tribal cultural resources laws for the duration of the Project. The CRMP shall include the following: identification of all consulting California Native American tribes for the project, description of measures to avoid, minimize, and reduce significant impacts to cultural resources (including both historical and archaeological resources) and tribal cultural resources, unanticipated discovery procedures, monitoring needs, data recovery of significant cultural resources where avoidance is not possible, any pre-designation of reburial areas (which shall remain confidential), anticipated personnel requirements and qualifications. The draft CRMP shall be prepared by a registered professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (U.S. Department of the Interior 2008) and reviewed and approved by the lead agency and consulting tribe(s) for the Project.

TCR-2: **Tribal Monitoring.** Prior to the issuance of any grading permit in which soil would be disturbed, the lead agency shall ensure that an executed agreement for retention of a qualified tribal monitor representing a consulting tribe to monitor all ground disturbing activity or activity that has the potential to disturb TCRs. This includes, but is not limited to, any fence installation, staging work, clearing and grubbing, and grading activities. The monitor must be given a minimum of 7 days notice of the opportunity to be present during these activities and may coordinate closely with the archaeological monitor, to observe work activities, and assist in ensuring that sensitive TCRs are not adversely affected. The monitor shall be given a reasonable opportunity to inspect soil and other material as work proceeds to assist in determining if a significant tribal resource is present. If a potential tribal resource is identified by the monitor, they may pause or redirect work temporarily in order to closely inspect the potential discovery. If the tribe cannot recommend a monitor or if the tribal monitor does not report at the scheduled time, all work may continue as long as the specified notice of 7 days was provided.

Recovery of cultural items, reburial preparation, and reburial shall also be conducted under the direction of Tribal Monitors.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project is not of a scope that would result in the construction of new utility services infrastructure. The Project would improve and widen Western Way from Harley Knox Boulevard to Van Buren Boulevard. Construction of the Proposed Project would include the relocation of electrical structures, electrical vaults, Fire Department Connection (FDC) with Double Detector Check (DDC), backflow converter, fire hydrants, a utility box, a storm water quality device, and an area drain. Additionally, the Project would relocate and install traffic signals, streetlighting, sidewalks, curb and gutter improvements, ADA ramps, and retaining walls. The Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, Project related impacts to utility facilities would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☑	☐

Less than Significant Impact.

The Proposed Project could use a negligible amount of water during the construction phase to reduce dust. The Project proposes road improvements that would not create the need for new water or wastewater treatment facilities. Therefore, the Project would have a less than significant impact in this regard.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☑

No Impact.

The Proposed Project consists of the widening of Western Way from Harley Knox Boulevard to Van Buren Boulevard. Onsite stormwater flows would be directed towards proposed storm drain improvements and detention basins to moderate stormwater flows and prevent pooling onsite. However, Project construction and operation would not produce any wastewater. Therefore, the Proposed Project's roadway improvements would not create the need for new water or wastewater treatment facilities. No impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐

Less than Significant Impact.

Solid waste generated in the City of Perris is transferred to the El Sobrante Landfill in Corona or the Badlands Landfill in Moreno Valley. These two landfills have a total remaining capacity of 125,983,583 cubic yards, and a combined residual daily disposal capacity of 21,054 tons per day. The estimated closing date of the landfills are 2051 and 2059 respectively (CalRecycle 2023; CalRecycle 2022). Construction waste would be disposed of at one of these two landfills. The negligible increase in waste would not be expected to affect the permitted capacity of such landfills. Additionally, Project operation would not generate any solid waste. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☑

No Impact.

The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. The City requires a Waste Recycling Plan in adherence to AB 939, which requires every California City and County to divert 50 percent of its waste from landfills. No impact would occur.

4.19.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated and classified as State Responsibility Areas. In areas there local fire protection agencies (e.g., RCFD) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). The Project Site is identified as being located entirely within a LRA (CAL FIRE 2025). The closest State Responsibility Area to the Project Site is located to the west of I-215, outside of City limits.

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐

Less than Significant Impact.

Emergency response times in the Project area have the potential to be affected during construction activities. The City will prepare a Traffic Control Plan as part of the Proposed Project. Once completed, the Proposed Project would have a beneficial impact to emergency response times by improving traffic circulation.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?

No Impact.

The Project Site is not located within or adjacent to an area categorized by high wildfire susceptibility. The Project includes the widening a 0.5-mile segment of Western Way and the construction of associated traffic improvements. Due to the nature and location of the proposed improvements, the Project is not anticipated to exacerbate fire risk or create other ongoing impacts to the environment. The Project would not substantially alter onsite slopes, redirect or concentrate prevailing winds, exacerbate wildlife risks, or expose project occupants to pollutant concentrations from a wildfire. Therefore, no impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☑	☐

Less than Significant Impact.

The Project proposes widening of an existing road. However, due to the nature and location of the proposed improvements, the Project is not anticipated to exacerbate fire risk or create other ongoing impacts to the environment. Impacts would be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

No Impact.

The Proposed Project would include stormwater new stormwater infrastructure to minimize onsite pooling or flooding as a result of a 100-year flood event. Furthermore, the Project Site is relatively flat and is not identified as being located within an area with landslide susceptibility per the Slope Instability map in the City of Perris General Plan Safety Element (City of Perris 2022c). As such, the Proposed Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

Project related impacts to Biological Resources, Cultural Resources, Geology and Soils (including Paleontological Resources), and Tribal Cultural Resources would reduced to a less than significant threshold with the implementation of Mitigation Measures BIO-1 through BIO-6, CUL-1, CUL-2, GEO-1, TCR-1 and TCR-2.

Impacts from the Proposed Project on Hydrology, Hazardous Materials, Noise, and Wildfire are discussed in the corresponding sections of this Initial Study. No significant impacts associated with hydrology, hazardous materials, noise, and wildfire have been identified. Impacts from the Proposed Project would not be cumulatively considerable with the implementation of the mitigation measures listed in this Initial Study.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐

Less than Significant with Mitigation Incorporated.

The analysis within this Initial Study demonstrates that the Project would not have any individually limited, but cumulatively considerable impacts. As presented in the analysis provided in this Initial Study, the Project has no impact, a less than significant impact, or a less than significant impact with implementation of mitigation with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with this development Project, the Project's impacts are Project-specific in nature. With implementation of the proposed mitigation measures found throughout this document, the Project would not result in significant, unavoidable, adverse environmental impacts. Impacts from the Proposed Project would not be cumulatively considerable.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

Less than Significant Impact.

As identified within this Initial Study, the only potential adverse impact to human beings associated with the Proposed Project is the potential delay in emergency response that could occur with lane closures. The City will prepare a Traffic Control Plan as part of the Proposed Project. Impacts would be less than significant.

5.0 LIST OF PREPARERS

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5.2 ECORP Consulting, Inc.

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