EXHIBIT C

February 2025 | Initial Study/Mitigated Negative Declaration

SKY VIEW ELEMENTARY SCHOOL NEW CLASSROOM BUILDING PROJECT

Perris Elementary School District

Prepared for:

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PLACEWORKS

Table of Contents

Table of Contents

APPENDICES

List of Figures

List of Tables

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model

Abbreviations and Acronyms

tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Introduction

1.1 OVERVIEW

The Perris Elementary School District (PESD or District) proposes to construct a new two-story classroom building in the southwest corner of the Sky View Elementary School campus (Sky View ES) and expand existing kitchen facilities in the western portion of the Sky View ES campus (proposed project).

In compliance with the California Environmental Quality Act (CEQA), the District, as the lead agency, is preparing the environmental documentation for the proposed project to determine if approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an initial study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would provide the necessary environmental documentation and clearance for the proposed project. This initial study has been prepared to support the adoption of an MND.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental compliance process is governed by the CEQA and the CEQA Guidelines (Public Resources Code [PRC], Section 21000 et seq.; California Code of Regulations [CCR], Title 14, Sections 15000 et seq.). CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of projects and to identify ways to avoid or reduce the environmental effects through feasible alternatives or mitigation measures. Compliance with CEQA applies to California government agencies at all levels: local, regional, and State agencies, boards, commissions, and special districts (such as school districts and water districts). The PESD is the lead agency for the proposed project and is therefore required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project.

PRC Section 21080(a) states that analysis of a project's environmental impact is required for any "discretionary projects proposed to be carried out or approved by public agencies…." In this case, the District has determined that an Initial Study is required to determine whether there is substantial evidence that construction and operation of the proposed project would result in environmental impacts.

1.3 ENVIRONMENTAL PROCESS

A "project" means the whole of an action that has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

1. Introduction

1. An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100 to 65700.

2. An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

3. An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (CCR § 15378[a])

The proposed discretionary actions by PESD constitute a "project" because the activity would result in a direct physical change in the environment and would be undertaken by a public agency. All "projects" in the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project.

1.3.1 Initial Study

The purpose of the Initial Study is to 1) provide the lead agency with information to use as the basis for deciding the proper type of CEQA document to prepare; 2) enable the lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration; 3) assist in the preparation of an EIR, if one is required; 4) facilitate environmental assessment early in the design of a project; 5) provide documentation of the factual basis for the findings in an MND or ND; 6) eliminate unnecessary EIRs; and 7) determine if a project is covered under a previously prepared EIR. When an Initial Study identifies the potential for immitigable significant environmental impacts, the lead agency must prepare an EIR (14 CCR § 15064); however, if all impacts are found to be less than significant or can be mitigated to less than significant, the lead agency can prepare an ND, or MND that incorporates mitigation measures into the project (14 CCR § 15070).

1.3.2 Mitigated Negative Declaration

The MND includes information necessary for agencies to meet statutory responsibilities related to the proposed project. State and local agencies will use the MND when considering any permit or other approvals necessary to implement the project. A list of the environmental topics that have been identified for study in the MND is provided in the Initial Study Checklist (Chapter 3).

One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the City. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and at public meetings.

1.4 IMPACT TERMINOLOGY

The following terminology is used to describe the level of significance of impacts.

- A finding of **no impact** is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered **less than significant** if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered **less than significant with mitigation incorporated** if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments or other enforceable mitigation measures.
- **Mitigation Measures.** If, after incorporation and implementation of federal, state, and local regulations, there are still significant environmental impacts, then feasible and project-specific mitigation measures are required to reduce impacts to less than significant levels. Mitigation measures must further reduce significant environmental impacts above and beyond compliance with federal, state, and local laws and regulations. Mitigation under CEQA Guidelines Section 15370 includes:
    - Avoiding the impact altogether by not taking a certain action or parts of an action.
    - Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
    - Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
    - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
    - Compensating for the impact by replacing or providing substitute resources or environments.

An impact is considered **potentially significant** if the analysis concludes that it could have a substantial adverse effect on the environment. If any impact is identified as potentially significant, an EIR is required.

1. Introduction

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2. Project Description

2.1 PROJECT LOCATION

The 8.6-acre project site is in the existing Sky View ES campus at 625 Mildred Street in the City of Perris (Assessor's Parcel Number 311-170-009) in Riverside County (project site). The project site is approximately 1.1 miles east of Interstate 215 (I-215) and approximately 2 miles northeast of State Route 74 (SR-74) (see Figure 1, *Regional Location*). Local access to the project site is provided by Mildred Street to the north and Murrieta Road to the east (see Figure 2, *Local Vicinity*).

2.2 EXISTING CONDITIONS

The project site is currently being used as a grass play field in the southwestern corner of the Sky View ES campus. The northern and eastern extent of the project site is currently developed as basketball courts and emergency vehicle access lanes (Figure 3, *Aerial Photograph*). The existing school serves students from transitional kindergarten, kindergarten, and grades 1 through 6. The existing school, which was founded in 2006, currently has one building serving kindergarten students, four modular classroom buildings, an administration building, a library, a detached restroom building, a multi-purpose room building, and a surface parking lot with approximately 74 parking spaces. As shown in Table 1, *Sky View Elementary School 2023-2024 Enrollment*, during the 2023-2024 school year, the elementary school had a student population of approximately 714 students.

Table 1 Sky View Elementary School 2023-2024 Enrollment

School Year Enrollment	Grade TK	Grade K	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6	Total
2023-2024	0	96	109	97	124	117	92	79	714

Source: CDE 2024a, 2024b.

The existing elementary school campus comprises approximately 8.6 acres, and the project location would encompass approximately 1.3 acres of the existing play area. Additionally, the project site consists of outdoor hardtop and grass playfields. Access to the project site is provided from Mildred Street and Murrieta Road, including a pick-up/drop-off area in the parking lot, north of the proposed project site.

2.2.1 Surrounding Land Use

The project site is primarily surrounded by vacant parcels in all four directions. There is one property to the east that is zoned as a residential property (R-10,000). To the northwest are Multi-Family Residential properties (MFR-14), and to the northeast is senior housing (R-6,000 SHO). In all, the existing zoning surrounding the project site includes Residential (R-10,000) to the north, west, and east; Multi-Family Residential (MFR-14) to

the northwest; medium density residential (R-6,000) to the south; and senior residential (R-6,000 SHO) to the northeast. The project site is also bordered to the south by a storm drain. According to the updated General Plan Land Use Element, Sky View Elementary School is in Planning Area 5, which is described as the Central Core of the city, made up of the primary retail and commercial uses (Perris 2016). General Plan land use designations around the school site are consistent with the existing zoning designations (Perris 2024, 2016).

2.2.2 General Plan and Existing Zoning

Sky View ES is zoned Residential 10,000 (R-10,000), which allows for school and educational uses under a conditional use permit. The General Plan Designation is consistent with this zoning.

2.3 PROPOSED PROJECT DEVELOPMENT

The District proposes to construct a new two-story classroom building with exterior improvements in the southwestern portion of the Sky View ES and expand an existing kitchen located in the western portion of the Sky View ES campus (proposed project), totaling approximately 1.3 acres. The new two-story classroom building (proposed building) would contain 10 new classrooms, an Art classroom and a Science classroom, restrooms, a work room, mechanical and storage rooms, and other utility rooms. The proposed project would not require the demolition of any buildings.

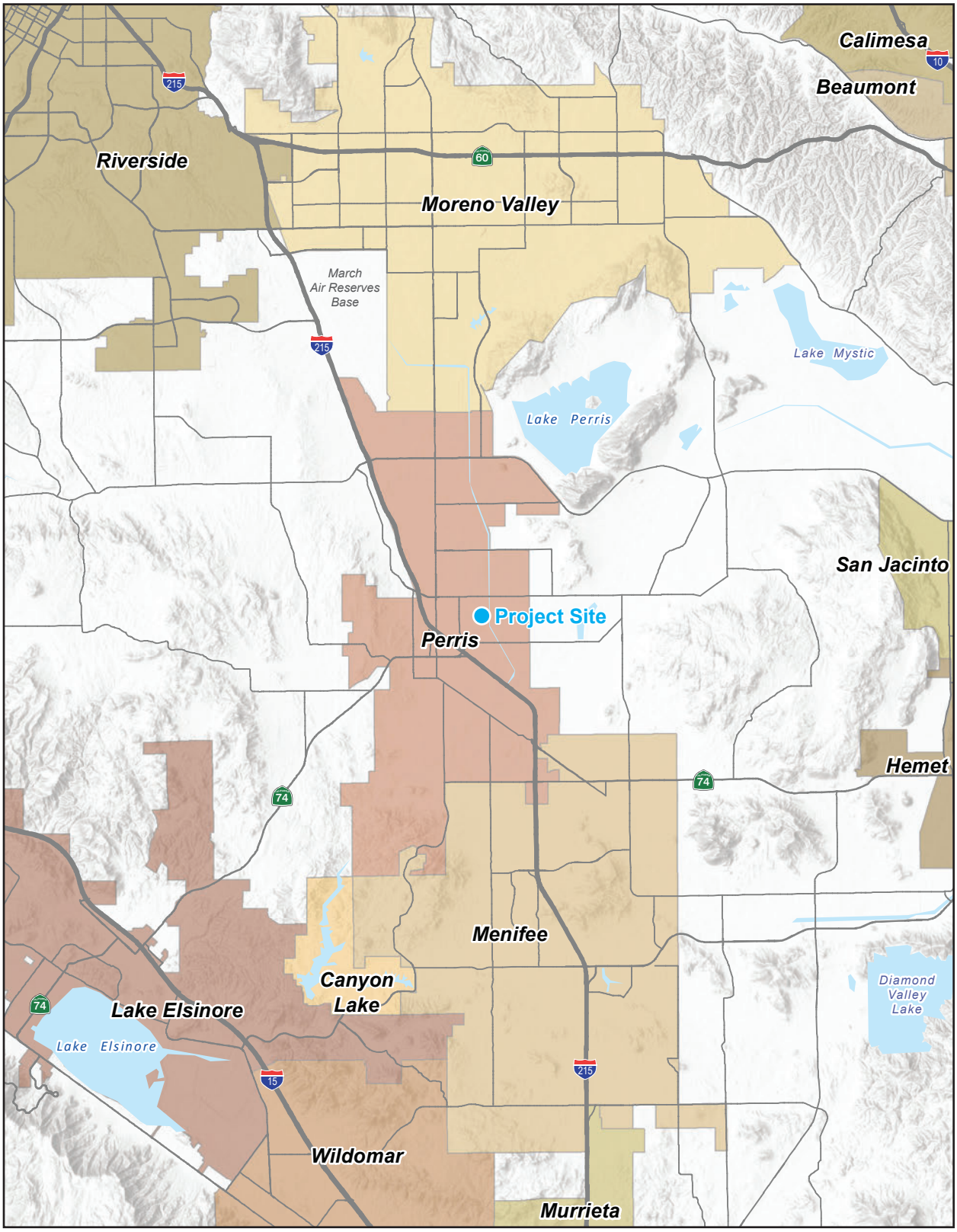
Additionally, the proposed project would include exterior changes and additions such as the relocation of three basketball courts, an outdoor learning space, and two outdoor shade structures with benches within the project site (see Figure 4, *Project Site Plans*). Table 2, *Proposed Project Construction Area*, provides the approximate project construction areas for each aspect of the proposed project.

Table 2 Proposed Project Construction Area

Room	Proposed Facilities	Approximate Area (Square Feet)
10 Classrooms	Total of 10 new 28'x36' classrooms	10,080
2 lab classrooms	Total of two lab classrooms	1,296
Additional Spaces in New Building	Storage, workroom, restrooms, accessory spaces	1,764
Outdoor space	Outdoor learning area, shade structures, repainted hardcourt	43,098
	Total Approximate Project Area	**56,238**

Source: Schematic design provided by PESD.

Figure 1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: Generated using ArcMap 2024.

0 3
Scale (Miles)

2. Project Description

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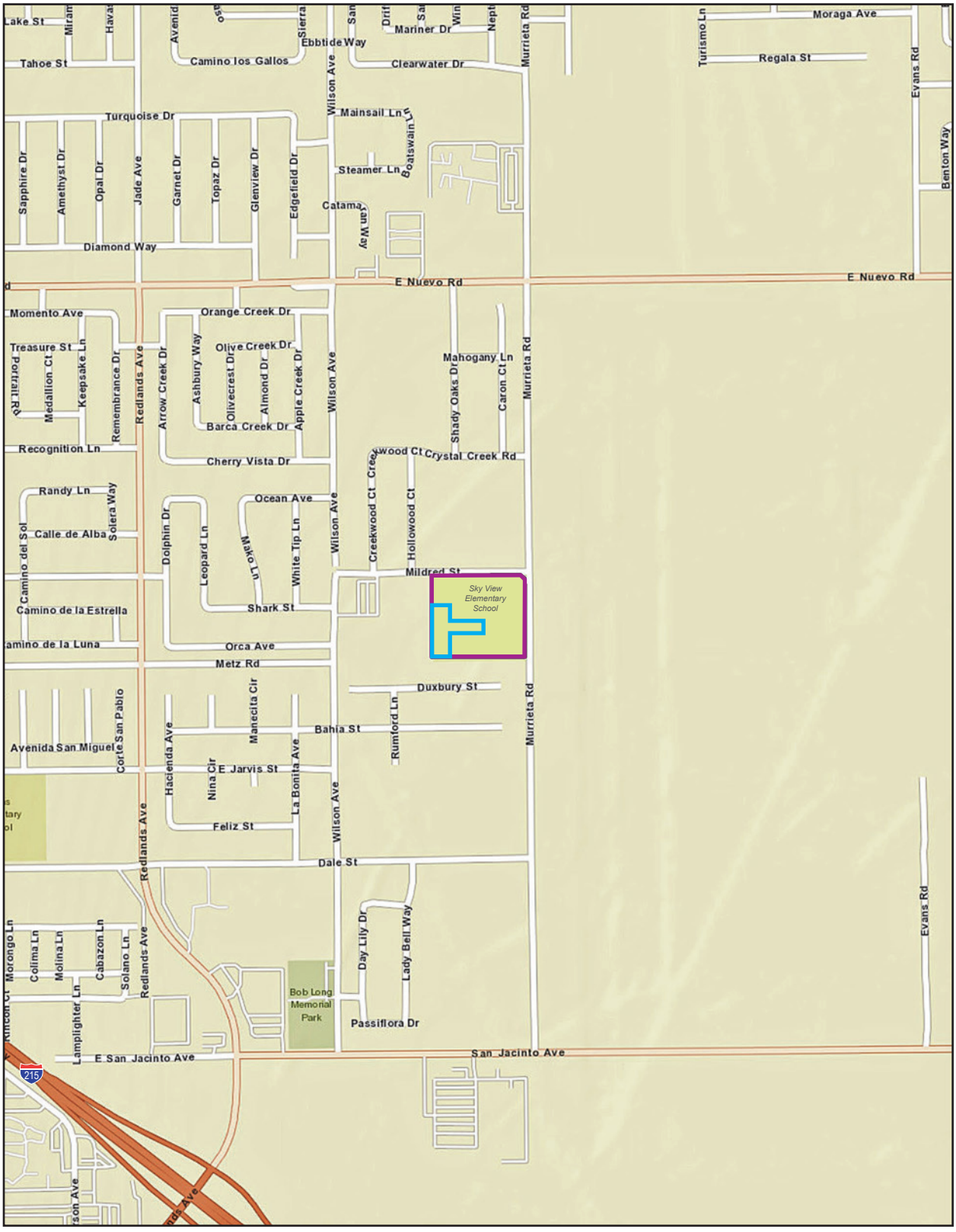
Figure 2 - Local Vicinity



School Boundary
Project Boundary

0 1,000
Scale (Feet)

Source: Generated using ArcMap 2024.

2. Project Description

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Figure 3 - Aerial Photograph

Source: Nearmap 2024.

2. Project Description

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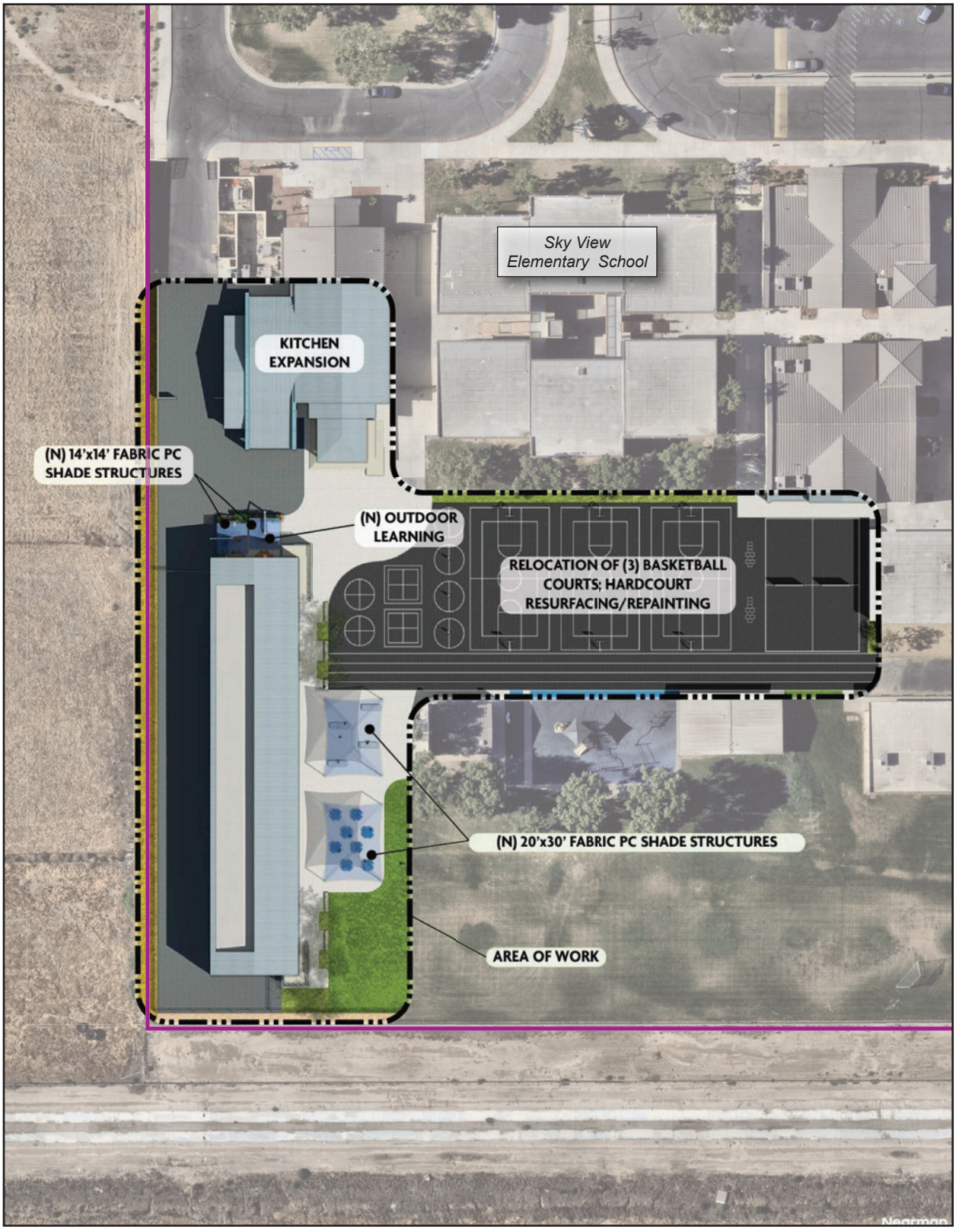
Figure 4 - Project Site Plans



Source: Nearmap 2024; Ruhnau Clarke Architects 2024.

2. Project Description

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2.3.1 Two-Story Classroom Building

The addition of 10 classrooms and Art and Science rooms on the campus would increase the student capacity by a maximum of 324 students, a total increase of approximately 45 percent. Table 3, *Loading Analysis*, provides the student capacity for each classroom and the Art and Science rooms for the proposed two-story classroom building.

Table 3 Loading Analysis

Room Type	Number of Rooms	Classroom Loading	Student Subtotal
Classroom	10	27	270
Labs	2	27	54
		Total Student Loading	**324**

Source: Information provided by PESD.

A breakdown for each floor of the two-story classroom building in the following paragraphs.

First Floor

The first floor would contain a total of five classrooms with approximately 940 square feet per classroom and would total approximately 8,023 square feet. These five new classrooms would have a total classroom loading of 27 students per classroom. The Art classroom would also be on the first floor, with an approximate square footage of 1,189, allowing for 27 students. The first floor would also include an electrical room, a data room, a resource room, a custodian room, three storage rooms, an elevator and elevator machine room (EMR), a staff restroom, and girl's and boy's restrooms (see Figure 5, *Building Floor Plans*, and Figure 6, *Architectural Renderings*).

Second Floor

The second floor would contain a total of five classrooms with approximately 940 square feet per classroom and would total approximately 10,238 square feet. These five new classrooms would have a total classroom loading of 27 students per classroom. The Science classroom would also be on the second floor, with an approximate square footage of 1,200 and would allow for 27 students. Additional uses on this floor include two unisex student restrooms and a staff restroom, a work room, a custodian room, an elevator, a storage room, a data room and an additional storage room, and a preparation room adjoining the Science classroom. Access to the second floor will be provided by two staircases at the northern and southern ends of the proposed new classroom building and an elevator (see Figure 5).

2.3.2 Kitchen Facilities Expansion

The proposed project would also include the expansion of kitchen facilities. The additional kitchen facilities would be on the perimeter of the existing kitchen area and would include the construction of a serving area, a walk-in freezer, a walk-in cooler, lockers and entry way, and restrooms. The expansion would be approximately 967 square feet.

2.3.3 Exterior Improvements

Outdoor Learning Area

An outdoor learning area would be constructed north of the proposed two-story classroom building. The area would be hardscaped and would include landscaping and two shade structures.

Outdoor Shade Structures

Outdoor shade structures would be installed east of the proposed two-story classroom building. The shaded areas would include benches for seating and picnic tables.

Hardcourt Improvements and Repainting

The existing hardcourt play areas would be resurfaced and repainted. The three existing basketball courts would be moved east of their current location to make room for the two-story classroom building. Other play areas would be painted and replace the existing basketball courts. Additionally, a portion of the grass area, located within the project site, would be replaced with a hardscape east of the two-story classroom building and extending around the existing restroom building. Additionally, new hardtop would be located along the northern end of the proposed building, extending to meet south of the multipurpose room building.

Landscaping

The project site would also include landscaping. This would consist of planting trees and a raised garden bed adjacent to the outdoor learning area.

2.3.4 Site Access, Circulation, and Parking

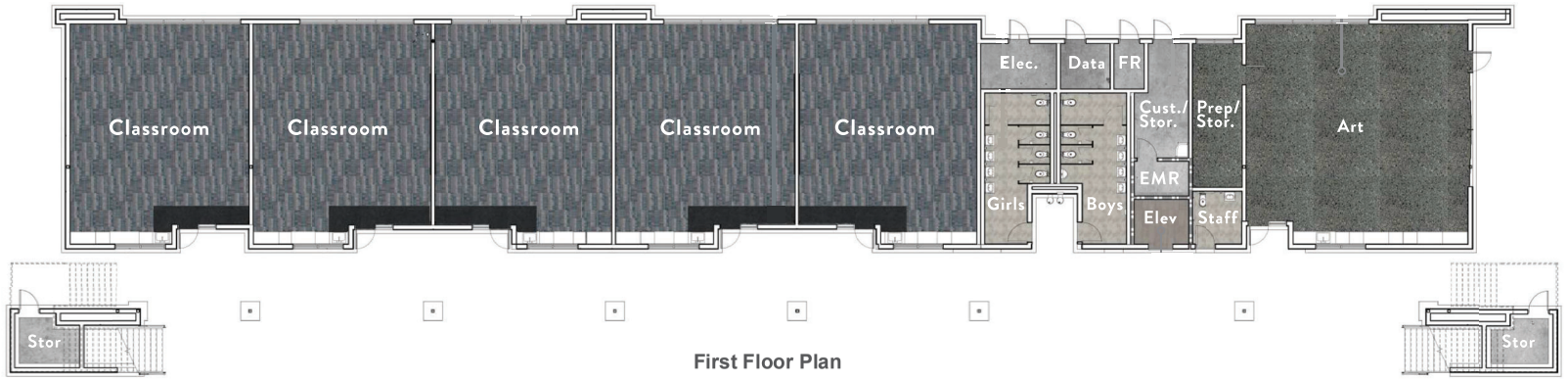
2.3.4.1 VEHICULAR ACCESS AND CIRCULATION

As shown on Figure 3, vehicular access to the project site is currently provided via Mildred Street. The parking lot and pick-up areas are one-way lanes which have an outlet onto Murrieta Road. The proposed project would not disturb the current vehicular access and circulation of the school parking lot. Additionally, the proposed project would maintain the existing fire lane.

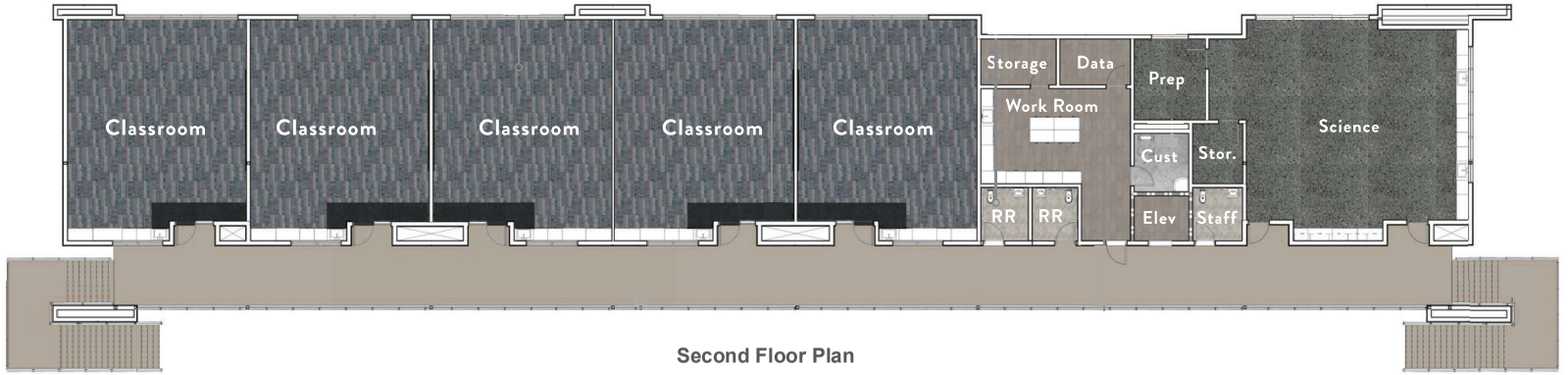
2.3.4.2 PEDESTRIAN ACCESS AND CIRCULATION

As shown on Figure 3, pedestrian access to the project site is currently provided via a public sidewalk along Mildred Street and Murrieta Road. The campus also includes internal walkways for foot access. The proposed project would not disturb the current pedestrian access and circulation at the school.

Figure 5 - Building Floor Plans



First Floor Plan



Second Floor Plan

0 20
Scale (Feet)

Source: Ruhnau Clarke Architects 2024.

2. Project Description

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Figure 6 - Architectural Renderings

Source: Ruhnau Clarke Architects 2024.

2. Project Description

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2.4 PROJECT CONSTRUCTION AND PHASING

Project construction would occur over approximately 14 months, currently anticipated to begin in May 2025 and end in July 2026. Construction would include the following activities: grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, and landscaping improvements. The construction schedule developed for the proposed project is considered conservative (i.e., it represents a "worst case" scenario).

During construction, vehicles, equipment, and materials would be staged and stored on the project site. No long-term staging of equipment would occur around the perimeter of the project site parcels, and no construction staging would occur in the public right-of-way. The construction site and staging areas would be clearly marked, and construction fencing would be installed to prevent disturbance and safety hazards. A combination of on- and off-site parking facilities for construction workers would be identified during construction.

2.5 AGENCY ACTION REQUESTED

It is anticipated that the reviewing agencies for the proposed project would include, but may not be limited to:

City of Perris, Fire Department. Approval of plans for emergency access and emergency evacuation. Division of State Architect's approval of the fire/life safety portion of a project requires local fire authority review of elevator/stair access for emergency rescue and patient transport; access roads, fire lane markings, pavers, and gate entrances; fire hydrant location and distribution; and fire flow (location of post indicator valve, fire department connection, and detector check valve assembly.

California Department of General Services, Division of State Architect (DSA). Plan review and construction oversight, including structural safety, fire and life safety, and access compliance.

2. Project Description

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3. Environmental Checklist

3.1 PROJECT INFORMATION

1. **Project Title:** Sky View Elementary School New Classroom Building Project

2. **Lead Agency Name and Address:**
   Perris Elementary School District
   143 East 1st Street
   Perris, CA 92570

3. **Contact Person and Phone Number:**
   Bradd E. Runge
   Director of Facilities, Maintenance, and Operations
   (951) 657-3118

4. **Project Location:** The Sky View Elementary School Campus (campus) is located at 625 Mildred Street (Assessor Parcel Number 311-170-009) in the City of Perris, in Riverside County.

5. **Project Sponsor's Name and Address:**
   Perris Elementary School District
   143 East 1st Street
   Perris, CA 92570

6. **General Plan Designation:** Residential 10,000 (R-10,000).

7. **Zoning:** Residential 10,000 (R-10,000).

8. **Description of Project:** The Perris Elementary School District proposes to construct a new two-story classroom building at the southwest corner of the Sky View Elementary School Campus that would contain 10 new classrooms and two labs, restrooms, a work room, and mechanical and storage rooms. Additionally, the proposed project would expand the existing kitchen in the western portion of the campus. The proposed project would increase student capacity by approximately 45 percent compared to the existing conditions. Additionally, the proposed project would include exterior changes and additions such as the relocation of three basketball courts, an outdoor learning space, and two outdoor shade structures with benches within the project site.

9. **Surrounding Land Uses and Setting:** The project site is primarily surrounded by vacant parcels in all four directions. There is one property to the east that is zoned as a residential property (R-10,000). To the northwest are Multi-Family Residential properties (MFR-14). and to the northeast is senior housing (R-6,000 SHO). In all, the existing zoning surrounding the project site includes Residential (R-10,000) to the north, west, and east; Multi-Family Residential (MFR-14) to the northwest; medium density residential (R-6,000) to the south; and senior residential (R-6,000 SHO) to the northeast. The project site is also

bordered to the south by a storm drain. According to the updated General Plan Land Use Element, Sky View Elementary School is in Planning Area 5, which is described as the Central Core of the City of Perris, made up of the primary retail and commercial uses in the city. General Plan land use designations around the school site are consistent with the existing zoning designations.

10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The District invited California Native American tribes that are traditionally and culturally affiliated with the project area to consult on the proposed project via email. 13 tribes were contacted, consistent with Assembly Bill 52. The 13 tribes contacted were Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Luiseno Indians, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians and Torres-Martinez Desert Cahuilla Indians. The letters were sent on December 24, 2024. Additionally, the NAHC Sacred Lands File search came back positive for the Pechanga Band of Indians. Six tribes have contacted the District. The District provided additional project information to the Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, and the Rincon Band of Luiseno Indians. The District met with representatives of the Rincon Band of Luiseno Indians on January 28, 2025. The tribe requested additional information for the proposed project.

The Augustine Band of Cahuilla Indians, Quechan Tribe of the Fort Yuma Reservation, and Santa Rosa Band of Cahuilla Indians did not wish to consult on the project and/or deferred any comments to tribes that are familiar with the project area. No additional project information was requested by any other tribes.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

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

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

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

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

Signature

2/14/25

Date

Bradd E. Runge

Director of Facilities, Maintenance, and Operations

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

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

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

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

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

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

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

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3. Environmental Checklist

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4. Environmental Analysis

This section provides checklists for environmental impacts, an evaluation of the impact questions in the checklists, and mitigation measures to reduce impacts if necessary.

4.1 AESTHETICS

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

Would the project:

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

Less Than Significant Impact. Scenic vistas are panoramic views of features such as mountains, forests, the ocean, or urban skylines. Because the majority of developable land within the City of Perris is located on a flat, broad basin, virtually all future building construction consistent with land use and development standards in General Plan will obstruct views to the foothills from at least some vantage points. However, the east-west and north-south oriented roadway network and the streetscapes of Perris frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills (City of Perris 2005). Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

Additionally, the campus and surrounding area lack significant topography and are developed with urban land uses. The campus is fully developed with an existing elementary school campus, playgrounds, on-site parking, and ancillary educational uses, and the proposed project would be developed within the existing land uses. There are no protected or designated scenic vistas or views in the proposed project vicinity, and the proposed project would not obscure any scenic vistas. Implementation of the proposed project would not result in the

obstruction or degradation of existing scenic views. Therefore, the proposed project's impacts on scenic vistas are less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. Large rocks scattered among the undeveloped, rolling topography in the west-central area of Perris are an obvious presence in the visual landscape in this area. However, no particular rock or collection of rocks in this landscape is notable by virtue of unique formation, size, or character. The Planning Commission encourages the preservation of rocks by requesting applicant to submit rock preservation maps with their submittals. No notable stands of native or mature trees exist in the city, and no impact is associated with development consistent with the General Plan. All work would be completed within the project site, which is fully developed as an elementary school.

Additionally, there are no designated state scenic highways located near the campus. The nearest eligible designated state scenic highway is Route 74, located 1.4 miles southwest of the campus (Caltrans 2023). The proposed project would not be visible from a scenic highway and would not result in changes to existing uses, and construction would remain within the campus. Therefore, the proposed project would not damage scenic resources within a state scenic highway. Impacts on significant scenic resources would be less than significant.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site consists of a fully developed elementary school campus. The proposed project would construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. The project site is primarily surrounded by vacant parcels zoned for residential uses. The proposed project would be consistent with the development on campus and would not conflict with the zoning or regulations governing scenic quality. The addition of the new classroom building and expansion of kitchen facilities would be consistent with the existing building character. Therefore, the proposed project would not degrade the visual character and quality of public views on the campus and its surroundings. Impacts would be less than significant.

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

Less Than Significant Impact. The two major causes of light pollution on the campus are spill light and glare from existing sources of light. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object is against (or reflects off) a dark background or shiny surface. Existing sources of light on the campus include light emanating from building interiors, building and security lights, and parking lot lights. The campus is located within an undeveloped area zoned for residential uses. Implementation of the proposed project would result in the development of a two-story building with associated lighting. However, the proposed project would not exacerbate light and glare compared to existing

conditions that would result in adverse impacts to daytime and nighttime views because the proposed project would be consistent with the development on the Sky View ES campus. Additionally, the proposed project would be subject to the City's Zoning Code which provides regulations for lighting. Section 19.02.110, Lighting, states that all lighting, including security lighting, shall be directed away from adjoining properties and the public right-of-way. Therefore, impacts would be less than significant.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. **In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**					
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed project would be developed on an existing elementary school campus. The proposed project site is identified as Urban Built-Up Land and is not identified as or located adjacent to an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2024). The proposed project is adjacent to parcels zoned for residential to the west and is adjacent to areas designated as Farmland of Local Importance directly north and east. These farmlands are not covered by the above categories but are of locally significant economic importance. The area south of the project site is characterized as Other

Land. The proposed project would not physically impact nor alter the use of agricultural fields because project activities would be located on a developed school campus. Therefore, no impacts would occur.

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

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. The proposed project is on Urban and Built-Up Land and not zoned for agricultural use (DOC 2024). The proposed project is not subject to a Williamson Act contract, and the existing zoning is Residential 10,000 (R-10,000) (City of Perris 2024). Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The proposed project's development would not conflict with existing zoning for forest land, timberland, or timberland production. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (PRC section 12220(g)). Timberland is defined as "land….which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (PRC section 4526). The project site is zoned R-10,000, for the use and development of detached single-family residential development at a density of 2 to 4 dwellings per net acre and is not zoned for forest land or timberland use (City of Perris 2024a). Therefore, no impact would occur.

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

No Impact. The proposed project would include the construction of a two-story classroom building with exterior improvements and the construction of an expansion of kitchen facilities to an existing kitchen within an existing elementary school campus. Additionally, no significant forest land uses are present on-site nor in the immediate vicinity. No vegetation on-site is cultivated for forest resources, and any existing vegetation is limited to ornamental trees and shrubs. Construction of the proposed project would not require any changes to the existing environment that could result in the loss or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

No Impact. The project site is developed as an elementary school campus, and no significant agricultural uses or forest land uses are present on-site nor in the immediate vicinity. Development of the proposed project would not result in the conversion of farmland to nonagricultural or forest land to non-forest use. Therefore, no impact would occur.

4. Environmental Analysis

4.3 AIR QUALITY

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a)	Conflict with or obstruct implementation of the applicable air quality plan?				X
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?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?		X		
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

The analysis in this section is based in part on the following studies, which are in Appendix A and Appendix B, respectively, of this Initial Study.

- *Air Quality and Greenhouse Gas Emissions Data, PlaceWorks,* December 2024
- *Construction Health Risk Assessment, PlaceWorks,* December 2024

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2024).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations.

Would the project:

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

No Impact. The South Coast AQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB (South Coast AQMD 2022). For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of General Plans, specific plans, and significant projects.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. These demographic trends are incorporated into SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to determine priority transportation projects and vehicle miles traveled in the SCAG region. The proposed project would involve construction of a new two-story school building and addition to an existing building, which would add approximately 324 students to the overall student capacity. Overall, the additional student capacity would be to accommodate and serve the existing community and would not induce population growth. Additionally, as demonstrated below in Section 3.3(b), the regional emissions that would be generated by the operational phase of the proposed project would be less than the South Coast AQMD significance thresholds and would therefore not be considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the AQMP and no impacts would occur.

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

Less Than Significant Impact. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Construction activities would generate air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

Construction activities associated with the proposed project would involve asphalt demolition, site preparation, grading, building construction, paving, and architectural coating. Construction would occur from May 2025 to July 2026. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1, and are based on the preliminary construction information provided or confirmed by the District and on CalEEMod default inputs. Project-related construction emissions are shown in Table 4, *Maximum Daily Regional Construction Emissions*. As shown, the maximum daily emissions for VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ from project-related construction activities would be less than their respective

4. Environmental Analysis

South Coast AQMD regional significance threshold values. Therefore, regional air quality impacts from project-related construction activities would be less than significant and no mitigation measures are necessary.

Table 4 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb./day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Asphalt Demolition	2	15	16	<1	3	1
Site Preparation	1	11	12	<1	2	1
Rough Grading	2	15	16	<1	5	2
Building Construction – Year 2025	1	11	13	<1	1	<1
Building Construction – Year 2026	1	10	12	<1	1	<1
Asphalt Paving	1	6	9	<1	<1	<1
Architectural Coating	16	1	1	<1	<1	<1
Maximum Daily Emissions	**16**	**15**	**16**	**<1**	**5**	**2**
South Coast AQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1.

[1] Based on the preliminary information provided and/or confirmed by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour (25 miles per hour as modeled) on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.

Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions that would be generated by operation of the proposed project would be from area sources (e.g., landscaping equipment, aerosols, and architectural coatings), energy use (i.e., natural gas), and mobile sources (i.e., on-road vehicle trips associated with the additional students). The proposed project is projected to generate up to 740 average daily passenger vehicle trips (see Appendix D).

Table 5, *Comparison of Project Emissions to Regional Daily Thresholds*, shows the maximum daily regional operation-related criteria air pollutants that would be generated by the project. As shown in Table 5, the proposed project would not generate operation-related emissions that would exceed the South Coast AQMD regional significance thresholds. Therefore, impacts to regional air quality from operation of the proposed project would be less than significant and no mitigation measures are necessary.

Table 5 Comparison of Project Emissions to Regional Daily Thresholds

Source	Criteria Air Pollutants (lbs./day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	3	3	22	<1	5	1
Area	1	<1	1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Total	**4**	**3**	**23**	**<1**	**5**	**1**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**n/a**

Source: CalEEMod Version 2022.1.
Notes: "<1" = a value less than 1

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Phase

Criteria Air Pollutants

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the daily acreage disturbed, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest offsite sensitive receptors to the project site are the single-family residences to the north, northwest, west, and southwest and the students of Sky View ES.

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table 6, *Localized Construction Emissions,* shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the South Coast AQMD screening-level LSTs. For purposes of this analysis, the screening-level LSTs are based on sensitive receptors within the minimum reference distance of 82 feet (25 meters) of the project site. As shown in the table, the project construction-related onsite emissions would not exceed the screening-level LSTs. Therefore, localized air quality impacts associated with criteria air pollutants generated from project-related construction activities would be less than significant, and no mitigation measures are necessary.

4. Environmental Analysis

Table 6 Localized Construction Emissions

Construction Activity	Pollutants(lbs./day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
Building Construction – Year 2025	11	12	<1	<1
Building Construction – Year 2026	10	12	<1	<1
Asphalt Paving	6	8	<1	<1
Architectural Coating	1	1	<1	<1
South Coast AQMD 1 Acre or Less Screening-Level LST[3]	118	602	4	3
Exceeds LST?	No	No	No	No
Rough Grading	14	15	4	2
South Coast AQMD 1.88-Acre Screening-Level LST[3]	163	848	7	4
Exceeds LST?	No	No	No	No
Asphalt Demolition	14	15	3	1
Site Preparation	11	11	2	1
South Coast AQMD 2-Acre Screening-Level LST[3]	170	883	7	4
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2022.1; South Coast AQMD 2008 and 2011.
Notes: "<1" = a value less than 1; In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis.
[1] Based on the preliminary information provided and/or confirmed by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.
[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour (25 miles per hour as modeled) on unpaved surfaces, and street sweeping with Rule 1186–compliant sweepers.
[3] Screening level LSTs are based on receptors within the minimum reference distance of 82 feet (25 meters) in SRA 24 – Perris Valley.

Toxic Air Contaminants (Health Risks)

The proposed project would elevate concentrations of toxic air contaminants (TACs) in the vicinity of sensitive land uses during construction activities. The nearest sensitive receptors to the project site are Sky View ES students and the offsite single-family residences to the north across Mildred Street. Consequently, a site-specific construction health risk assessment (HRA) of toxic air contaminants was prepared (see Appendix B).

The United States Environmental Protection Agency's (EPA) AERMOD, Version 12.0.0, dispersion modeling program was used to estimate excess lifetime cancer risk and chronic noncancer hazard index for noncarcinogenic risk annual concentrations at the nearest sensitive receptors. The results of the analysis are shown in Table 7, *Construction Risk Summary*. The results of the HRA are based on the maximum receptor concentration over an approximately 14-month construction exposure duration for off-site residential receptors and student receptors at Sky View ES. Risk is based on the updated Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual (OEHHA 2015).

Table 7 Construction Risk Summary

Receptor	Cancer Risk (per million)	Chronic Hazards
Maximum Exposed Receptor – Off-Site Resident	3.3	0.01
Maximum Exposed Receptor – Sky View ES Student (Outdoors)	**10.3**	0.24
Maximum Exposed Receptor – Sky View ES Student (Indoors)	5.4	0.13
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	**Yes**	No

See Appendix B.
Note: Cancer risk calculated using 2015 OEHHA HRA guidance.

As shown in the table, cancer risk for the maximum exposed individual off-site resident from construction activities related to the proposed project was calculated to be 3.3 in a million, which would not exceed the 10 in a million significance threshold. Using the latest 2015 OEHHA Guidance Manual, the calculated total cancer risk conservatively assumes that the risk for the maximum exposed receptor consists of a pregnant woman in the third trimester that subsequently gives birth to an infant during the approximately 14-month construction period; therefore, all calculated risk values were multiplied by a factor of 10. In addition, it was conservatively assumed that the residents were outdoors 8 hours a day, 260 construction days per year, and exposed to all of the daily construction emissions.

Cancer risk for the maximum exposed individual student at Sky View ES for construction activities related to the proposed project was calculated to be 10.3 in a million, which would exceed the 10 in a million significance threshold. This cancer risk level of 10.3 in a million is conservatively based on a student receptor outdoors for 8 hours a day, 180 construction days per year, and exposed to all of the daily construction emissions. In general, students would be indoors for most of the school day and would not be situated in the area with the highest concentrations, which would be the northwestern portion of the existing grass playfield. For comparison, the cancer risk for a student in the building that is within the highest pollution concentration area (existing westernmost building) would be 5.4 in a million. For noncarcinogenic effects, the chronic hazard index identified for each toxicological endpoint totaled less than one for all the off-site residential and onsite student receptors. Therefore, chronic noncarcinogenic hazards are within acceptable limits.

Overall, as discussed and shown Table 7, project-related construction activities would generate health risk levels that exceed the South Coast AQMD health risk significance thresholds for outdoor student receptors without mitigation. However, as shown in Table 8, *Construction Risk Summary, Mitigated*, with incorporation of Mitigation Measure AQ-1, which would require diesel-powered off-road construction equipment greater than 50 horsepower (HP) used during demolition, site preparation, and grading activities to have engines that meet Tier 4 Interim emissions standards, cancer risk levels for outdoor students would be reduced to below the cancer risk significance threshold of 10 in a million. Therefore, the proposed project would not expose sensitive receptors to substantial concentrations of TAC emissions during construction, and project-related construction health risk impacts would be less than significant with incorporation of mitigation.

4. Environmental Analysis

Table 8 Construction Risk Summary, Mitigated

Receptor	Cancer Risk (per million)[1]	Chronic Hazards[1]
Maximum Exposed Receptor – Off-Site Resident	2.8	0.01
Maximum Exposed Receptor – Sky View ES Student (Outdoors)	8.8	0.21
Maximum Exposed Receptor – Sky View ES Student (Indoors)	4.6	0.11
South Coast AQMD Threshold	10	1.0
Exceeds Threshold?	No	No

See Appendix B.
Note: Cancer risk calculated using 2015 OEHHA HRA guidance.
[1] Includes incorporation of Mitigation Measure AQ-1, which requires that all diesel-powered off-road construction equipment greater than 50 HP used for demolition, site preparation, and grading activities meet the Tier 4 Interim emissions standards.

Operation Phase

Criteria Pollutants (LSTs)

Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur on-site, which require a permit from South Coast AQMD. The proposed project involves developing a new two-story classroom building in addition to other school campus improvements. Thus, it would not fall within the types of land uses that have the potential to generate substantial emissions from on-site stationary sources. While operation of the new building would use standard on-site mechanical equipment such as heating, ventilation, and air conditioning equipment, air pollutant emissions would be nominal. Therefore, localized air quality impacts related to operation-related criteria air pollutant emissions would be less than significant and no mitigation measures are required.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[1] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide

[1] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour (South Coast AQMD 2003).

(1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to 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 (BAAQMD 2023).

The proposed project would result in 740 average daily trips (ADT) and up to approximately 112 and 79 peak hour trips in the AM and PM peak hours, respectively. Overall, for the roadway segments within the project traffic study area, existing average daily traffic volumes plus project vehicle trips would range between 5,400 to 5,750 ADTs for Murrieta Road, between 2,560 to 3,040 ADTs for Mildred Street, and 2,560 ADTs for Wilson Avenue (see Appendix D). In consideration of these relatively low overall daily volumes, in which hourly volumes would be even less, it is not anticipated that the project would result in peak hour intersection volumes that would exceed the CO hotspot screening criteria. Thus, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Therefore, localized air quality impacts related to mobile-source emissions as they pertain to CO hotspots would be less than significant and no mitigation measures are required.

Mitigation Measures

AQ-1 The Perris Elementary School District (District) shall specify in the construction bid that the project construction contractor(s) and subcontractor(s) comply with the following requirements for all diesel-powered off-road equipment greater than 50 horsepower:

- Have engines that meet the United States Environmental Protection Agency Tier 4 Interim emission standards unless it can be demonstrated to the District that such equipment is not commercially available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier 4 Interim engines similar to the availability for other large-scale construction projects in the region at the same time and taking into consideration factors such as (i) potential significant delays to critical-path timing of construction and (ii) geographic proximity to the project site of Tier 4 Interim equipment. Where such equipment is not commercially available, as demonstrated by the construction contractor, Tier 3 equipment retrofitted with a California Air Resources Board's Level 3 Verified Diesel Emissions Control Strategy (VDECS) shall be used.
- Maintain a list of all operating equipment in use on the project site for verification by the District official or his/her designee. The construction equipment list shall state the makes, models, Engine Family Number, Equipment Identification Number, and number of construction equipment on-site.
- Ensure that all equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations.
- Ensure that all construction plans submitted to the District clearly show the selected emission reduction strategy for construction equipment over 50 horsepower.

4. Environmental Analysis

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not 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. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed project involves construction of a new elementary school building, building addition, and some school campus improvements and would not fall within the objectionable odors land use types. During project-related construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. However, any construction-related odor emissions would be temporary, low in concentration, and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor, they would be diluted to well below any level of air quality concern. Thus, construction-related odors would not affect a substantial number of people. Therefore, overall, potential odor impacts from operation- and construction-related activities of the proposed project would be less than significant and no mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:					
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
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?				X
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?				X
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?			X	
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?			X	

Would the project:

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

Less Than Significant Impact. Sensitive biological resources are habitats or species that have been recognized by federal, state, and/or local agencies as endangered, threatened, rare, or in decline throughout all or part of their historical distribution. Twenty-three special status plant species were determined to have some potential to occur within the city, although no special status species were observed in the City during the reconnaissance-level surveys; and thirty-one special status wildlife species have been recorded to occur within seven miles of the city (City of Perris 2005). However, the project site and surrounding area is developed and zoned for residential use and consists of an active existing elementary school and surrounding urban developed uses. Vegetation at the campus consists of ornamental trees and plants. No sensitive tree species would be removed in the implementation of the proposed project. There is no native habitat and no suitable habitat for threatened, endangered, or rare species on or near the site. The likelihood of species dispersal, whether plants or wildlife,

from surrounding areas to the campus is very low. Therefore, less than significant impact would occur on special-status species.

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 U.S. Fish and Wildlife Service manages the National Wetlands Inventory, a digital Wetlands Mapper with vetted data to represent current information on wetlands, riparian, and deep-water habitats. The Riversidean and Sage Scrub and Southern Willow Scrub plant communities in the City of Perris are considered sensitive habitats by the California Department of Fish and Wildlife because these are home to plant and wildlife species that are either threatened or endangered. The northern portion of the Perris Valley Channel contains freshwater marsh. The San Jacinto River channel includes the Southern Willow Scrub plant community that is habitat for various threatened or endangered plant and wildlife species. Disturbed Riparian Scrub plant communities are found in both the Perris Valley Channel and the San Jacinto River Channel. However, these habitats are not present in or near the project site, nor does the project site contain any other sensitive natural communities identified in local, regional, state, or federal plans, policies, or regulations (USFWS 2024). Therefore, no impact would occur, and no further analysis is required.

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

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. According to the National Wetlands Inventory, there are no wetlands near or within the project site (USFWS 2024). The project site is entirely developed and does not contain any waterways or undeveloped land capable of supporting federally protected wetlands. Therefore, no wetlands would be impacted by the development activities that would occur on-site as a part of the proposed project. No impact would occur, and no further analysis is required.

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 Impact. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The San Jacinto River provides opportunities for wildlife movement in a north-south and east-west direction, providing connectivity between large and regionally important habitat within the San Jacinto and Santa Ana Mountains (RCA 2024). The proposed project is approximately nine miles from the San Jacinto River. The project site is fully developed

with an existing elementary school and is not suitable to function as a corridor for migratory wildlife, nor is it located in near proximity to the existing wildlife corridor in the city. Therefore, a less than significant impact is expected.

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

No Impact. The proposed project would comply with the City of Perris tree protection ordinance (Perris Municipal Code, Chapter 19.71, Urban Forestry Establishment and Care, § 19.71.050, Tree Protection), which requires that trees on public and private property be protected during land development activities, permits be obtained to remove or significantly alter trees, developers submit a Tree Protection Plan to safeguard existing trees during construction, and mitigation measures be provided if tree removal is unavoidable (City of Perris 2024b). No trees in public or private property, including adjacent sidewalks or street trees, would be removed or damaged as a result of implementation of the proposed project. The proposed project would not conflict with local polices or ordinances protecting biological resources. Therefore, no impact would occur, and no further analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The proposed project is in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (CDFW 2024). This plan protects 146 animal and plant species, including 34 that are threatened or endangered, and is one of the largest habitat conservation plans in the United States. The MSHCP includes 38 specially designed habitat linkages that allow animals to safely move from one preserve area to another (RCA 2024). Additionally, any project within the Criteria Area covered by the MSHCP must obtain approval from the Regional Conservation Authority (RCA) and a permit for the project from the local agency responsible. The project is subject to applicable MSHCP conditions and fees prior to issuance of any permits (RCA 2024).

The project applicant shall submit the Joint Project Review (JPR) Application and initial deposit to RCA for approval and payment of all applicable fees (RCA 2024).

With implementation of the identified standard permit condition above, the project would not conflict with the provisions of the MSHCP, and impacts would be less than significant.

4.5 CULTURAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Would the project:

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

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

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

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

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

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

The proposed project would result in the construction of a new two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. Uses are similar to existing conditions. The existing Sky View Elementary School was completed and first opened on August 14, 2006 (CDE 2024). The campus is not listed as an eligible in the National Register of Historic Places (National Parks Service 2023). Additional, Sky View ES is not listed in the California Historical Landmarks and Points of Historical Interest, or State Historic Structures, and the proposed project would not demolish any structures that can potentially meet any of criteria listed above (California State Parks 2023). Therefore, there are no resources on the campuses that would be considered historically significant pursuant to Section 15064.5. No impact would occur.

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

Less Than Significant Impact With Mitigation Incorporated. Implementation of the proposed project would result in ground disturbance to construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. Earthwork associated with the proposed project would include grading. The proposed project would occur within the boundaries of an existing Sky View ES campus that has already been developed with associated structures and facilities including classroom buildings, administration buildings, and athletic facilities (baseball fields and open fields). As such, the potential discovery of archaeological resources would be minimal.

However, ground-disturbing activities from the proposed project may have the potential to uncover unknown archaeological resources and, therefore, could result in a potentially significant impact. Implementation of Mitigation Measure CUL-1 would ensure that in the event archaeological resources are discovered during ground-disturbing activities, archaeological resources would be recovered in accordance with State and federal requirements. If archaeological resources are discovered during ground disturbing activities all ground distributing activities shall halt and a qualified archeologist would be retained to assess such findings. Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to less than significant.

Mitigation Measures

CUL-1 Prior to the commencement of grading activities, the District shall ensure that an archaeologist who meets the Secretary of the Interior's (SOI) standards for professional archaeology has been retained for the proposed project and will be on-call during all grading and other significant ground-disturbing activities that would occur beneath the existing artificial fill. The qualified archaeologist shall ensure that the following measures are followed for the proposed project:

- Prior to any ground disturbance, the Qualified Archaeologist will conduct a preconstruction Cultural Resources Awareness Training (CRAT) to familiarize the members of the construction team overseeing or conducting ground-disturbing activities with the archaeological sensitivity of the project area, the potential to encounter archaeological resources, the types of archaeological material that could be encountered, and procedures to follow if archaeological deposits and/or artifacts are encountered during construction. The SOI-qualified archaeologist shall prepare and distribute a brochure describing the appropriate actions to take if any archaeological resources are encountered.
- Prior to any ground disturbance, the (SOI)-qualified archaeologist shall prepare an Archaeological and Tribal Monitoring Plan that outlines the methods to be undertaken during monitoring and the steps to be taken in the event of an archaeological discovery.

- In the event that a prehistoric archeological site indicators (such as obsidian and chert flakes and chipped stone tools; grinding and mashing implements [e.g., slabs and hand stones, and mortars and pestles]; bedrock outcrops and boulders with mortar cups; and locally darkened midden soils) or a historic-period archaeological site indicators (such as fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits [e.g., wells, privy pits, dumps]), is uncovered during grading or other construction activities, all ground-disturbing activity within 50 feet of the discovery shall be halted. The District shall be notified of the potential find and a qualified archeologist shall be retained to investigate its significance (CEQA Guidelines15064.5[f]).
- If significant Native American cultural resources are discovered for which a treatment plan must be prepared, the District or the archaeologist on-call shall contact the applicable Native American tribal representative(s). If requested by the Native American tribe(s), the District or archaeologist on call shall, in good faith, consult on the discovery and its disposition (e.g., avoidance, preservation, reburial, re-turn of artifacts to tribe).

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

Less Than Significant Impact. There are no cemeteries or known human remains at the campus, which has been previously disturbed during construction of the existing school; however, ground disturbance activities (i.e., grading, utility trenching and drill holes) would have the potential to result in discovery of human remains. In the unlikely event human remains are discovered, the District would be responsible for compliance with Health and Safety Code section 7050.5 and CEQA Guidelines section 15064.5. California Health and Safety Code section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to their treatment and disposition has been made. If the Riverside County coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted within 24 hours. Subsequently, the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains, as provided in Public Resources Code section 5097.98. Adherence to existing legal requirements associated with human remains would reduce impacts associated with the disturbance of human remains. Impacts would be less than significant.

4.6 ENERGY

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

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The following discusses the potential energy demands from construction and operation of the proposed project.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

The majority of construction equipment would be gas or diesel powered, and electricity would not be used to power most of the construction equipment. Electricity use during construction would vary during different phases of construction. Later construction phases could result in the use of electric-powered equipment for interior construction and architectural coatings. It is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use during construction of the proposed project would come from delivery vehicles, transport trucks, and construction employee vehicles. In addition, transportation energy demand would come

from use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during site preparation and grading, would be gas or diesel powered.

The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary. In addition, all construction equipment would cease operating upon completion of project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the project site is centrally located and is served by the regional freeway systems (e.g., Interstate 215, State Route 74, and State Route 60) that provide the most direct routes from various areas of the region. Thus, energy use during construction of the project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant.

Long-Term Impacts During Operation

Operation of the proposed project would generate new demand for electricity (e.g., lighting and cooling), natural gas (e.g., heating), and transportation energy (e.g., vehicle trips associated with new students).

Electrical and Natural Gas Energy

The proposed increase in electricity and natural gas consumption from the proposed project are shown in Table 9, *Operation-Related Energy Consumption*.

Table 9 Operation-Related Energy Consumption

Land Use[1]	Electricity (kWh/year)[1,2]	Natural Gas (kBTU/year)[1]
Proposed Project	134,262	493,891

Source: CalEEMod v. 2022.1.
Note: kWh=kilowatt-hour; kBTU=kilo-British Thermal Unit
[1] Based on CalEEMod default energy rates.
[2] The proposed project would install an onsite PV system which is projected to generate 53,347 kWh per year of renewable energy.

While the proposed project would generate additional energy demand at the site, it would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen requirements. Compliance with the current Building Energy Efficiency Standards and CALGreen would be consistent with the goals outlined in Appendix F of the CEQA Guidelines, as the proposed project would promote the use of renewable energy and decrease reliance on fossil fuels to meet the energy demands of the proposed project. The 2022 Building Energy Efficiency Standards include prescriptive photovoltaic (PV) system standards for non-residential land uses, including schools. Compliance with the prescriptive standards would result in the installation of on-site PV systems. The proposed project would include installation of an onsite PV system, which is anticipated to generate up to 53,347 kWh per year of renewable electricity.

In addition to the proposed building energy efficiency, Southern California Edison is required to comply with the state's renewable portfolios standard (RPS), which mandates utilities to procure a certain proportion of electricity from eligible renewable and carbon-free sources and increasing the proportion through the coming years with an ultimate procurement requirement of 100 percent by 2045. The RPS requirements would support use of electricity by the proposed project that is generated from renewable or carbon-free sources. Overall, the proposed project would generally be consistent with the goals outlined in Appendix F of the CEQA Guidelines regarding increasing energy efficiency, decreasing reliance on fossil fuels, and increasing renewable energy sources. Because the proposed project would comply with these regulations, it would not result in wasteful, inefficient, or unnecessary electricity demands. Therefore, impacts are considered less than significant and no mitigation measures are required.

Transportation Energy

The proposed project would result in the consumption of transportation energy during operation from the use of motor vehicles associated with residents. Because the efficiency of the motor vehicles in use with the proposed project is unknown—such as the average miles per gallon—estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and related transportation energy use. Table 10, *Operation-Related Fuel Usage*, shows the anticipated transportation fuel demand associated with the proposed project at buildout.

Table 10 Operation-Related Fuel Usage

	Gas		Diesel		Compressed Natural Gas		Electricity	
Vehicle Type	VMT/year[1]	Gallons/year	VMT/year[1]	Gallons/year	VMT/year[1]	Gallons/year	VMT/year[1]	kWh/year
On-Road Vehicles	1,538,248	59,499	95,438	9,193	2,234	221	76,155	27,591

Source: EMFAC2021 v.1.0.2.
Notes:
[1] Overall VMT of 1,712,075 miles per year is based on project-related trip generation data provided by Garland Associates (see Appendix A) and CalEEMod trip lengths and trip type defaults.

Overall, the annual VMT for the proposed project is estimated to be 1,712,075 miles per year. While the proposed project would result in an increase in total VMT, as discussed in Section 4.17(b) of this IS/MND, the proposed school expansion project is considered a local serving project and would result in less than significant VMT impacts. As discussed in Section 4.15(a) of this IS/MND, expansion of the existing school and increasing student capacity would accommodate and serve the existing community, which could contribute to reducing the necessity for students in the existing community to travel to a school farther away. Thus, overall, because the proposed project would be local serving and be considered a VMT benefit, it would also contribute to decreasing demand on transportation fuels.

Moreover, the general fuel efficiency of vehicles with each passing year would improve on average. The improvement in fuel efficiency would be attributable to the statewide fuel reduction strategies and regulatory compliances (e.g., CAFE standards), resulting in new cars that are more fuel efficient and the attrition of older, less fuel-efficient vehicles. The CAFE standards are not directly applicable to land use development projects, but to car manufacturers. Thus, drivers do not have direct control in determining the fuel efficiency of vehicles

that are manufactured and available. However, compliance with the CAFE standards by car manufacturers would ensure that vehicles produced in future years have greater fuel efficiency and would generally result in an overall benefit of reducing fuel usage by providing the population of the project site's region more fuel-efficient vehicle options. In addition, because electricity generated in California is required to meet the increasing renewable energy mix requirements under the State's RPS, a greater and greater share of electricity consumed for transportation energy demand under the proposed project would be sourced from renewable energy sources rather than fossil fuels. Overall, for these reasons, the proposed project would not be considered inefficient, wasteful, or unnecessary as it pertains to demand of transportation fuels. Therefore, energy impacts as it pertains to operation-related transportation energy would be less than significant and no mitigation measures are required.

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

No Impact. The following evaluates consistency of the proposed project with California's Renewables Portfolio Standard program.

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's RPS to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (Senate Bill [SB] X1-2). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 50 percent by 2026, 52 percent by 2027, and 60 percent by 2030. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Additionally, SB 1020 adds interim targets to SB 100 framework to require renewable energy and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all retail electricity sales by 2040. Under SB 100 and SB 1020, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the state is meeting its objective in transitioning to renewable energy. In addition, the proposed project would install an onsite PV system. Thus, implementation of the proposed project would not conflict with or obstruct implementation of California's RPS Program, and no impact would occur.

4.7 GEOLOGY AND SOILS

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

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development and prohibit construction on or near active fault traces to reduce hazards associated with fault rupture. The Alquist-Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. There are no known faults that pass through the campus, and the campus is not located within an Alquist-Priolo Fault Zone (CGS 2024a). The nearest active fault is the Casa Loma Section of the San Jacinto Fault,

approximately 7.6 miles east of the campus (CGS 2024a; Google Earth Pro 2024). Therefore, there would be no impact associated with rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The campus is situated in a seismically active region. As is the case for most areas of southern California, ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the campus. The closest major active faults are the San Jacinto Fault and the Elsinore Fault. These faults could have the potential to generate strong seismic ground shaking at the campus during an earthquake event. During the operation of the proposed development, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the campus.

All proposed structures would be designed and built in accordance with applicable current building codes and standards. The most recent building standard adopted by the legislature and used throughout the state is the 2022 version of the California Building Code (CBC) (24 CCR Part 2). These codes provide minimum standards to protect property and the public welfare and safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. Construction of the proposed project would adhere to the most recent version of the CBC. The proposed project design would be approved by the Division of the State Architect (DSA) and construction would be monitored by a DSA-approved inspector. The proposed project would comply with the legal requirements school construction implemented to reduce impacts associated with strong seismic ground shaking. Impacts associated with strong seismic ground shaking would be less than significant

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is the sudden decrease in the strength and stiffness of unconsolidated, saturated cohesionless soils typically resulting from seismic ground shaking. For soils to liquefy, the intensity and duration of the seismically induced cyclic loading must be sufficient to increase the excess pore water pressures to such an extent that the effective stresses on the soil particles reduces to zero. If liquefaction is initiated, the saturated soils behave temporarily as a viscous fluid and, consequently, lose their capacity to support the structures founded on them.

The campus is not located within a mapped potential liquefaction zone per the State of California Seismic Hazard Zones Map (CGS 2024b). As previously described in Section 3.7(a)(ii), the proposed project would be required to comply with the most current CBC, and the DSA criteria for seismic activity, including from liquefaction impacts. Therefore, compliance with CBC and DSA standards would reduce potential impacts related to liquefaction to less than significant.

iv) Landslides?

Less Than Significant Impact. Significant landslides and erosion typically occur on steep slopes where stormwater and high winds can carry topsoil down hillsides. The campus is not located within a landslide zone or within an area mapped as potentially susceptible to seismically-inducted landslides (CGS 2024c). The campus is relatively level with no steep slopes or significant topography on or near the campus. Implementation of the proposed project would not expose people or structures to substantial adverse hazards due to landslides, and impacts would be less than significant.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place. Erosion occurs naturally by agents such as wind and flowing water; however, grading and construction activities can greatly increase erosion if effective erosion control measures are not used. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. The construction contractor would be required to take all measures deemed necessary during grading to provide erosion control devices in order to protect exposed soil and adjacent properties from storm damage and flood hazard originating on the Proposed Project. The proposed project would be required to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements to control pollutants from being discharged into the water. Under the NPDES permit, which applies to grading activities of more than one acre and is administered under the Regional Water Quality Control Board (RWQCB), the District would be required to prepare and implement a Storm Water Pollution Prevention Program (SWPPP), including a best management practices (BMP) program to address construction-related discharges. BMPs include, but are not limited to, the implementation of erosion and sediment controls. Because construction would occur throughout the year, erosion-control BMPs must be implemented to ensure that sediment is confined to the construction area and not transported off-site. During construction, all stormwater runoff would be diverted to the appropriate catch basins and drainage channels subject to all applicable regulatory statute.

Soil erosion during the operation of the proposed project would be controlled by implementation of an approved landscape and irrigation plan, installation, and maintenance of post-construction BMPs, and paving of surface parking areas.

Adherence to the NPDES permit requirements and preparation of the SWPPP, and adherence to the erosion-control standards of the most current CBC would minimize the potential for erosion. The proposed project would have a less-than-significant impact associated with soil erosion or loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The project site is in an area described as having younger alluvium overlaying older fan alluvium. The project site is located in the City of Perris, which is underlain by a stable geologic structure called the Perris Block (Woodford et al. 1971). Alluvial fans are a concern for areas underlain with alluvial deposits such as the project site. Alluvial fan deposits may present a unique hazard when combined with

flooding. In the event collapse may occur, the City of Perris code 15.07.030 explains an alluvial fan task force would be convened if the site is in the area of an alluvial fan (Perris 2014). The site, however, is in a relatively flat area and not downslope of any areas that may present alluvial fan hazards.

Hazards from liquefaction are addressed above in Section 3.7(a[iii]), and landslide hazards are addressed above in Section 3.7(a[iv]) As concluded in these sections, impacts would be less than significant.

Following is a discussion of the potential impacts resulting from other site geologic and soil conditions of the project site.

Lateral Spreading

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from the slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Due to the relatively flat nature of the project site and compliance with the most current CBC and DSA criteria, impacts related to lateral spreading would be less than significant.

Ground Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The proposed project soil content is primarily composed of loamy soil and does not contain any clays. The proposed project site's soil content does not contain clays or silt (USDA 2024). The proposed project would not include earthwork to extreme depths and would not result in excessive withdrawal of groundwater during construction or operation. Therefore, impacts associated with subsidence would be less than significant.

Collapsible Soils

Collapsible soils are typically geologically young, unconsolidated sediments of low density that may compress under the weight of structures. As such, the proposed project would be developed in compliance with applicable laws pertaining to school construction (required by the DSA), including the CBC, and implement recommendations per the final engineering-level geotechnical report. Therefore, impacts associated with collapsible soils would be less than significant.

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

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink when they dry out and swell when soil becomes wet, resulting in the potential for cracking building foundations and in some cases, structural distress of the buildings themselves. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as Southern California, have a higher potential of expansive soils than areas with higher rainfall.

The United States Department of Agriculture (USDA) maintains an interactive map that shows site-specific soil data. According to the USDA Web Soil Survey, the proposed project soil content is primarily composed of Domino silt loam, saline-alkali and does not contain any clays (USDA 2024). Although unlikely, clay soils may exist beneath the proposed project site; however, as described previously in Section 5.7(a), compliance with the CBC and DSA would ensure adequate structural integrity. Therefore, expansive soils are expected to have a less-than-significant impact on direct or indirect risk to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not include the installation or use of septic tanks or alternative wastewater disposal systems. The proposed project would connect to the existing sanitary sewer system for wastewater disposal. Thus, no impact related to alternative wastewater disposal systems would occur.

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

Less Than Significant Impact With Mitigation Incorporated. Paleontological resources or fossils are remains of ancient plants and animals that can provide scientifically significant information about the history of life on earth. This sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities that are recorded from that unit.

The project site is generally flat and vacant of any geologic structures. According to the City of Perris, Conservation Element, the project site is located in Paleontological Sensitivity area 5. This zone is described as having Low to High Sensitivity, with geologic components made up of younger alluvium overlaying older fan alluvium at depth (Perris 2008).

Additionally, the project site has been developed as an elementary school. The proposed project would include earthwork including trenching and grading. The operational phase would not include any subsurface activities. While fossils are not expected to be discovered during project construction, it is possible that fossils could be discovered during grading activities. Unknown fossils encountered during excavation would have the potential to be unintentionally damaged.

Though it is unlikely that paleontological resources would be discovered on the project site, implementation of Mitigation Measure GEO-1, which outlines precautionary measures and action measures for an event resulting in the discovery of unknown paleontological resources, would ensure that impacts to unknown paleontological resources are less than significant.

Mitigation Measure

GEO-1 In the event that fossils or fossil locality deposits are discovered during construction, excavation within 100 feet of the fossil locality shall be temporarily halted until removal occurs. The contractor shall notify a qualified paleontologist to investigate its significance. If the fossil locality is determined to be significant by the qualified paleontologist, the paleontologist shall work with the Perris Elementary School District to follow accepted professional standards, such as further testing for evaluation or data recovery, as necessary. The paleontologist shall

notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project based on the qualities that make the resource important.

4.8 GREENHOUSE GAS EMISSIONS

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

The analysis in this section is based in part on the following studies, which are in Appendix A and Appendix B, respectively, of this Initial Study.

- *Air Quality and Greenhouse Gas Emissions Data, PlaceWorks,* December 2024
- *Construction Health Risk Assessment, PlaceWorks,* December 2024

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[2]

Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.[3] Black carbon emissions are not included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's Senate Bill 32 (SB 32) and Assembly Bill 1279 (AB 1279) inventory and treats this short-lived climate

[2] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[3] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

pollutant separately.[4] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Would the project:

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Implementation of the proposed project would result in the development of a new two-story classroom building and addition to an existing school campus building, which would increase student capacity by a maximum of 324 students. Operation of the proposed project would generate 740 new weekday vehicle trips and would result in an increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), refrigerants, and energy use. Annual project-related construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project (South Coast AQMD 2009). The project-related GHG emissions are shown in Table 11, *Project-Related GHG Emissions*. As shown in the table, the primary sources of GHG emissions are mobile sources. However, development and operation of the proposed project would not generate annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (South Coast AQMD 2010). Therefore, the proposed project's cumulative contribution to GHG emissions would be less than significant and no mitigation measures are required.

Table 11 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total
Mobile	627	88
Area	<1	<1
Energy[1]	59	8
Water	3	<1
Waste	8	1
Refrigerants	<1	<1
Amortized Construction Emissions[2]	11	2
Total Emissions	**708**	100
South Coast AQMD's Bright-Line Threshold[9]	3,000	n/a
Exceeds Bright-Line Threshold	No	n/a

[4] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, Air Quality. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

Table 11 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total

Source: CalEEMod Version 2022.1.
Notes: "<1" = a value less than 1; $MTCO_2e$: metric tons of carbon dioxide-equivalent
Manual summation of totals may not equal to the totals shown due to rounding.
[1] Does not account for the emissions reductions associated with the projected 53,347 kWh/yr of renewable electricity that would be generated by the proposed onsite PV system that would be installed.
[2] Construction emissions are amortized over a 30-year project lifetime per recommended South Coast AQMD methodology (South Coast AQMD 2009).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and the SCAG's RTP/SCS. A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279 (CARB 2022). The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions in the 2022 Climate Change Scoping Plan include: implementing SB 100, which expands the RPS to 60 percent by 2030; expanding the Low Carbon Fuel Standards (LCFS) to 18 percent by 2030; implementing the Mobile Source Strategy to deploy zero-electric vehicle buses and trucks; implementing the Sustainable Freight Action Plan; implementing the Short-Lived Climate Pollutant Reduction Strategy, which reduces methane and hydrofluorocarbons to 40 percent below 2013 levels by 2030 and black carbon emissions to 50 percent below 2013 levels by 2030; continuing to implement SB 375; creating a post-2020 Cap-and-Trade Program; and developing an Integrated Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Other statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the CAFE standards, and other early action measures necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279. In addition, new developments are required to comply with the current Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen). The proposed project would comply with these GHG emissions reduction measures since they are statewide strategies. The proposed project GHG emissions would be further reduced from compliance with statewide measures that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Thus, the proposed project would not obstruct or conflict with implementation of the 2022 Scoping Plan. Therefore, no impacts would occur and no mitigation measures are required.

4. Environmental Analysis

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS (Connect SoCal 2024) in April 2024 (SCAG 2024). Connect SoCal 2024 identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal 2024 is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2024). Connect SoCal 2024's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal 2024, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

Connect SoCal 2024 does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. As discussed in Section 4.17(b) of this IS/MND, the proposed school expansion project is considered a local serving project and would result in less than significant VMT impacts. Thus, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in Connect SoCal 2024. Therefore, no impacts would occur and no mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. Hazardous materials associated with the proposed project would consist mostly of construction-related equipment and materials. Use and/or storage of hazardous materials at the campus are expected to be minimal and would not constitute a level that would be subject to regulation.

Construction

During the construction phase, hazardous materials in the form of solvents, glues, and other common construction materials containing toxic substances may be transported to the site, and construction waste that possibly contains hazardous materials could be transported off-site for disposal. Federal, state, and local regulations govern the disposal of wastes identified as hazardous that could be produced during removal of existing asphalt and storage buildings, as well as during construction activities. The use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws

and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan requirements set forth by the City of Perris and the County of Riverside would be required through the duration of the proposed project's construction.

Operation

Operation of the proposed project would involve the limited use of hazardous materials for air conditioning, janitorial, maintenance, and repair activities. These materials would include commercial cleansers, lubricants, and paints. However, these types of materials are not considered acutely hazardous and would be used in limited quantities.

The use, storage, transport, and disposal of hazardous materials of the proposed project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, US Environmental Protection Agency (EPA), California Division of Occupational Safety and Health, California Department of Transportation, County of Riverside Department of Environmental Health, and the Riverside County Fire Department. Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during the proposed project's operation would not occur. Impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. As described above, construction of the project could potentially involve the use and disposal of hazardous materials commonly used in construction and maintenance school facilities. However, all chemical applications would be transported, handled, and disposed of in accordance with all applicable federal, state, and local laws and regulations pertaining to the management and use of hazardous materials. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Thus, the use of these materials for their intended purpose would not pose a significant risk to the public or environment.

In the event of a reasonably foreseeable upset and accident regarding the release of hazardous materials, procedures and policies would be followed to remove the materials in a safe and timely manner. The State of California Office of Emergency Services provides a Hazardous Material Incident Contingency Plan, which outlines the procedures and responsibilities of agencies and private organizations concerning hazardous materials emergencies. The Riverside County Department of Environmental Health, which is the Certified

Unified Program Agency, has a Hazardous Materials Management District that oversees the participating agencies that implement hazardous materials programs in the county (Riverside County 2024). Riverside County outlines the locations for regional and local locations for facilities that dispose of hazardous wastes within the county as well as procedures for residential and business-related hazardous wastes (Riverside County 2024).

Implementation of the project would follow the appropriate procedures and policies mentioned above and other applicable federal and state regulations. Therefore, the potential for hazardous materials impacts through reasonably foreseeable upset and accident conditions during construction or operation of the project would be less than significant.

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

No Impact. Based on a review of Google Earth, no school sites other than the project site were identified within a quarter mile of the project site. Additionally, as substantiated in Sections 5.9.a and 5.9.b, the proposed project does not include elements or aspects that would create or otherwise result in hazardous emissions. Therefore, no impact would occur, and no mitigation measures are necessary.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires referencing a list of hazardous materials sites, hazardous waste discharges for which the State Water Control Board has issued certain types of orders, public drinking water wells collecting detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste disposal facilities from which hazardous waste has migrated.

Four environmental lists were searched for hazardous materials on the project site:

- **GeoTracker.** State Water Resources Control Board (SWRCB 2024)
- **EnviroStor.** Department of Toxic Substances Control (DTSC 2024a)
- **Solid Waste Information System (SWIS).** California Department of Resources Recovery and Recycling (CalRecycle 2024)
- **Cortese List.** Department of Toxic Substances Control (DTSC 2024b)

Based on the review of the preceding databases, the project site does not appear in any of the four databases and is not located on or within 0.25 mile of a hazardous materials site. Therefore, impacts would be less than significant.

4. Environmental Analysis

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

Less Than Significant Impact. The closest public airport to the project site is the Perris Valley Airport, approximately 1.66 miles southwest of the project site. The entire project site is within two miles of Perris Valley Airport. According to the Riverside County Airport Land Use Compatibility Plan, a small portion in the southwest corner of the project site is in Zone E of the Perris Valley Airport Influence Area. Zone E is defined as "Other Airport Environs with a low noise impact and risk level." Additionally, there are no height or building restrictions (Riverside County 2010). Therefore, this impact would be less than significant.

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

Less Than Significant Impact. The City of Perris has a Local Hazard Mitigation Plan (LHMP) that was drafted in December 2023. The LHMP is a strategic document developed by the City to identify and assess potential risks posed by natural disasters and other emergencies. It outlines proactive measures to reduce the vulnerability of communities to hazards and to minimize loss of life, property damage, and economic disruption (City of Perris 2023). Additionally, the City has an Emergency Operations Plan (EOP) that was drafted in May, 2013 (City of Perris 2013).

Neither the LHMP or the EOP display any evacuation routes. However, the project is not proposing to construct off-site improvements that could impair the LHMP or EOP, and project construction activities would be confined to the Sky View ES campus. Therefore, impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. As discussed further in Section 5.20, *Wildfire*, the project site is not in or near a state responsibility area (SRA) or on land classified as Very High Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2023). The nearest FHSZ to the project site is approximately 1.5 miles west. As discussed in Section 5.20(b), the proposed project is in an urbanized area and is generally flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. Project development would not place people or structures at risk from wildfire, and no wildlands exist within the immediate vicinity of the campus.

The proposed project would be designed in accordance with the California Building Code and California Fire Code. Project design plans would be reviewed by the DSA. Fire suppression equipment specific to construction would be maintained on-site. Additionally, project construction would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Therefore, the proposed project would not expose people or structures to a significant risk due to wildfires. Impacts would be less than significant.

4.10 HYDROLOGY AND WATER QUALITY

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

Would the project:

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

Less Than Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. A significant impact would also occur if the proposed project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). The National Pollutants Discharge Elimination System program regulates industrial pollutant discharges, including construction activities for sites larger than one acre. The proposed project would be constructed in an area that is already developed. The existing elementary school campus comprises approximately 8.6 acres, and the proposed project location would encompass approximately 1.3 acres of the existing play area.

4. Environmental Analysis

New construction projects can result in two types of water quality impacts: (1) short-term impacts from discharge of soil through erosion, sediments, and other pollutants during construction and (2) long-term impacts from impervious surfaces (buildings, roads, parking lots, and walkways) that prevent water from being absorbed/soaking into the ground, thereby increasing the pollutants in stormwater runoff. Impervious surfaces can increase the concentration of pollutants such as oil, fertilizers, pesticides, trash, soil, and animal waste in stormwater runoff. Runoff from short-term construction and long-term operation can flow directly into lakes, local streams, channels, and storm drains and eventually be released untreated into the ocean.

Construction

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

As part of Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit Order No. 2022-0057-DWQ, which became effective September 1, 2023. The site is larger than one acre and would be subject to the requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a SWPPP during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project site, and to contain hazardous materials. BMP categories include, but are not limited to, erosion control, wind erosion control, sediment control, tracking control, non-storm water management controls, and waste management controls. Implementation of BMPs and monitoring required under the SWPPP would reduce, minimize, reduce and or treat pollutants and prevent short-term intermittent impacts to water quality from construction activities to less than significant levels.

Operation

The proposed project would exhibit runoff similar to existing conditions on campus. After completion of the proposed project, ground surfaces at the project site would be either hardscape or maintained landscaping, as with current conditions, and no large areas of exposed soil would be left to erode off the campus. In general, projects must control pollutants, pollutant loads, and runoff volume from the project site by controlling runoff through infiltration or bioretention. Additionally, the proposed project would implement BMPs to control the amount and quality of the stormwater leaving the project site, and the proposed project would not violate any water quality. Thus, impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The City of Perris is located within the San Jacinto River Watershed that is divided into 14 groundwater subbasins. The City lies above three subbasins that were combined into two groundwater management zones, north and south. The project site is in the North Perris management zone. Water supplies of the North Perris Water System come from four groundwater wells. The Eastern Municipal Water District (EMWD) provides water services to the City of Perris. EMWD receives imported water from the Metropolitan Water District of Southern California that is used to serve approximately half of EMWD's service aera. The City purchases approximately 640 million gallons of water each year from EMWD, approximately 1.8 million gallons of water every day. Approximately 20 percent of EMWD's potable water demand is supplied by EMWD groundwater wells (EMWD 2024). The majority of the groundwater produced by EMWD comes from its wells in the cities of Hemet and San Jacinto (EMWD 2021). The EMWD 2020 Urban Water Management Plan determined a high degree of reliability and expects to meet demands through 2045 during normal and dry conditions (EMWD 2021).

The proposed project would be constructed in an area that is already developed. Although the proposed project would increase student enrollment, it would not substantially impact water the EWMD ability to supply water. Therefore, impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. As discussed in Section 3.10(a), the proposed project would be required to comply with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) issued by the SWRCB. Compliance with the required regulation and implementation of BMPs recommended in the SWPPP would ensure that the proposed project does not result in substantial erosion or siltation on- or off-site. Once the construction phase is completed, no untreated or exposed soils that are susceptible to erosion or siltation would remain. Additionally, there are no streams or rivers on the project site. The school is fully developed, and the new buildings would not result in a significant increase in impermeable surfaces on the project site. Impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. The proposed project would construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. The drainage pattern of the proposed project would be like existing conditions. The proposed project would not involve the alteration of any natural drainage or watercourse. The proposed project would protect existing stormwater drainage and connect to existing building storm drains. Additionally, compliance with

SWRCB policies and implementation BMPs will ensure the proposed project would not substantially increase the rate or amount of surface runoff. Impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The campus is already built out with hardscape and impervious surfaces. The proposed project would not involve the alteration of any natural drainage or watercourse. The proposed project would only result in an increase of impervious surfaces on the project site, and the majority of the project site would remain in its current state.

Therefore, the proposed project would generate stormwater similar to existing conditions. Stormwater that does not percolate into the ground would be directed to existing storm drains and to surrounding storm drains in the public right-of-way. As discussed in Section 5.10(a), the proposed project would be required to implement BMPs that would control the amount of stormwater leaving the project site. Specifically, the project site would be graded to allow for drainage and BMPs, which would ensure runoff would leave the project site at a rate similar to existing conditions. The small quantities of hazardous materials used on-site would be properly handled, stored, and used. The proposed project would not exceed the capacity of existing stormwater drainage systems and would not create substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact. The campus is located within Federal Emergency Management Act (FEMA) Flood Zone AE which is defined as an area of the 100-year floodplain for which base flood elevations and flood hazards have been determined. According to the FEMA website, this is an area determined to have a 1 percent chance of flooding annually and a 26 percent chance overall over a 30-year period (FEMA 2022). This is usually due to the proximity of an existing waterway. In this case, there is a storm drainage system south of the project site. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. There are no adjacent body of water that would pose a flood hazard to the site due to a seiche. Therefore, the project site is not at risk of inundation by seiche.

As mentioned in Section 3.10(c)(iv), the school site is in Flood Zone AE, which signifies areas of the 100-year floodplain for which base flood elevations and flood hazards have been determined. Additionally, the project site is outside the tsunami hazard zone as identified by the California Department of Conservation Tsunami Hazard Area Map (DOC 2022a) and would not be affected by a tsunami. The proposed project would not release pollutants as the result of floods, tsunami, or seiche. Therefore, impacts would be less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Construction of the proposed project would be subject to the Statewide Construction General Permit and implementation of BMPs specified in the SWPPP. Additionally the proposed project would be required to comply with the NPDES General Permit for Storm Water Discharges. After completion of the proposed project, ground surfaces would be either hardscape or maintained landscaping. As indicated in Response 3.10(b), the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. The proposed project would not obstruct implementation of a water quality control plan. Therefore, no impact would occur.

4.11 LAND USE AND PLANNING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X

Would the project:

a) Physically divide an established community?

No Impact. The project site is located within an established and currently operating elementary school campus. The surrounding area is mixed with current residential uses and parcels zoned for residential uses. The proposed project's construction and operational activities would occur within the existing campus and would not divide an established community. Therefore, no impacts related to the physical division of an established community would result from the proposed project.

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. A significant impact could occur if the project is inconsistent with the City's General Plan, zoning, or other plans that apply to the project site and were adopted for the purposes of avoiding or mitigating environmental effects. The current zoning designation of the project site is Residential 10,000 (R 10,000), which allows for the development of detached single-family residential development at a density of 2 to 4 dwellings per net acre. Schools and educational institutions are allowed with a conditional use permit (City of Perris 2024a). The project site is consistent with the R 10,000 land use designation. The proposed project's development would not require modification to the site's General Plan land use and zoning designations. Development of the proposed project would not conflict with any applicable land use plans, policies, or regulations. Therefore, no impact would occur.

4.12 MINERAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. In 1975, the state legislature adopted the Surface Mining and Reclamation Act. This designated mineral resources zones (MRZ) that were of statewide or regional importance. The classifications used to define MRZs are:

- **MRZ-1.** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- **MRZ-2.** Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits.
- **MRZ-3.** Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- **MRZ-4.** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The campus is mapped MRZ-4 by the California Geological Survey. According to the Department of Conservation's California Geologic Emergency Management Division (CalGEM), no mineral resource recovery sites are on or in the immediate vicinity of the campus (DOC 2022b). The two nearest oil and gas wells to the campus are idle dry wells and are approximately 1.6 miles to the north. The nearest active well is approximately 3 miles to the south (DOC 2022b). There are no mines near the project site or within the City of Perris (DOC 2016). No mineral resources are identified on or near the campus in the City's General Plan. As a result, the proposed project would not 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, and no impacts would occur.

4. Environmental Analysis

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As discussed in 5.12(a), the campus is not mapped in a mineral resource area, a surface mining district, an oil drilling district, or a State-designated oil field. The campus has a Public land use designation and is developed with an operating elementary school campus. As such, it is not currently used for mineral resource extraction, and there are no plans to use the site for mineral resource extraction in the future due to the lack of presence of mineral resources. Additionally, the City of Perris General Plan EIR does not identify any sites that have been designated a locally important mineral resource recovery site (City of Perris 2005). Therefore, development of the proposed project would not cause a loss of availability of a mining site, and no impact would occur.

4.13 NOISE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

The analysis in this section is based in part on the following study, which is in Appendix C of this Initial Study.

- *Noise Modeling Data, PlaceWorks*, December 2024

Environmental Setting

Noise is defined as unwanted sound. It is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, and City of Perris have established criteria to protect public health and safety and to prevent disruption of certain human activities. Noise modeling was prepared by PlaceWorks in October 2024; it is summarized herein and included as Appendix C. Additional information on noise and vibration fundamentals and applicable regulations are also contained in Appendix C.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. The City of Perris General Plan Noise Element identifies residences, schools, libraries, hospital, churches, offices, hotels, motels, and outdoor recreational areas. Residential uses are located to the west along Wilson Avenue, across Mildred Street to the north, and along Murietta Road to the east. Kingdom Hall of Jehovah's Witnesses, a church use, is located to the west; Patriot Park, an outdoor recreational use, is located to the southeast; and open space and agricultural uses are located to the south. The nearest noise-sensitive receptors to the project site are single-family residential uses to the north across West Mildred Street and to the west along Wilson Avenue.

Existing Conditions

The project site is in an area that is predominantly residential to the west of the project site and agricultural to the east. The existing noise environment is characterized primarily by traffic noise on Murietta Road, seasonal agricultural activities, and aircraft overflights. Typical conditions would include noise from children yelling and

playing on the existing school campus; typical rural residential activities, birds, and wind noise also contribute to the existing ambient noise environment.

Traffic noise levels depend primarily on the speed of the traffic and the volume of trucks. The primary source of noise from automobiles is high-frequency tire noise, which increases with speed. Adjacent roadways that expose the project site to traffic noise include Murietta Road and Mildred Street. Existing traffic noise conditions were modeled using the FHWA's traffic noise prediction model (FHWA RD-77-108). Traffic volume data for the existing traffic volumes are provided by Garland Associates (2024). Table 12 , *Existing Traffic Noise Conditions, dBA CNEL at 50 Feet*, lists the modeled existing noise levels on project adjacent roadways at a distance of 50 feet from the nearest travel lane centerline and the distances to the 70 dBA, 65 dBA, and 60 dBA CNEL noise contours.

Table 12 Existing Traffic Noise, dBA CNEL at 50 Feet

	Segment			Distance to Noise Contour (feet)		
Roadway	From	To	Existing Noise Level	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Murrieta Road	Mildred St	School Dwy	58	8	17	38
Murrieta Road	School Dwy	the South	58	8	17	38
Mildred Street	School Dwy	Murrieta Rd	55	5	12	25

Source: Garland Associates (2024).
See Appendix C for calculations.

Applicable Standards

City of Perris General Plan

The Noise Element of the Perris General Plan establishes noise-related goals and land use compatibility standards. Based on Exhibit N-1 of Noise Element, the proposed school use would be considered Normally Acceptable with an exterior noise level of 60 dBA CNEL and Conditionally Acceptable with an exterior noise level of 65 dBA CNEL. The City has adopted the following applicable goals and policies:

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

Implementation Measures

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

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

City of Perris Municipal Code

The City of Perris Municipal Code includes noise regulations in Chapter 7.34, Noise Control. Section 7.34.050, General Prohibition, establishes maximum exterior noise level limits at any point on the property line of the affected residential receivers. These standards are presented in Table 13, *Exterior Noise Level Standards*. The exterior noise level shall not exceed a maximum noise level of 80 dBA L_{max} during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA L_{max} during the nighttime hours (10:01 p.m. to 7:00 a.m.)

Table 13 Exterior Noise Level Standards

Time Period	Maximum Noise Level
10:01 p.m. to 7:00 a.m.	60 dBA
7:01 a.m. to 10:00 p.m.	80 dBA

Source: City of Perris Municipal Code 7.34.040 and 7.34.050

Section 7.34.060, Construction noise, states that it is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city.

The City of Perris does not have a quantified threshold for temporary construction vibration. Therefore, to determine impact significance, the Federal Transit Administration (FTA) criteria are used in this analysis. A vibration impact would occur if project vibration levels exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential) at the nearby sensitive residential uses.

Would the project:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different types of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest three pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the Leq contributions from the three loudest pieces of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can

4. Environmental Analysis

have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment.

Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of 6 dBA per doubling of distance (conservatively disregarding other attenuation effects from air absorption, ground effects, and shielding effects provided by intervening structures or existing solid walls), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site (site of each development phase) with different equipment mixes, loads, and power requirements.

The proposed project would construct a new two-story classroom building with exterior improvements on the western area of the campus. The new classroom building would contain 10 new classrooms and 2 labs, restrooms, a workroom, and mechanical and storage rooms. The addition of 10 classrooms and 2 labs on the campus would increase the student capacity by a maximum of 324 students.

The expected construction equipment mix was estimated and categorized by construction activity using the Federal Highway Administration Roadway Construction Noise Model (RCNM). Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. Equipment for grading and site preparation is modeled at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors for mobile equipment. Similarly, construction noise from demolition is modeled from the center of the project site. Building construction and architectural coating are measured from the edge of the proposed buildings to the nearest sensitive receptors. Additionally, paving is measured from the edge of the nearest paving areas to the nearest sensitive receptors. Results are summarized in Table 14, *Project Related Construction Noise Levels (dBA)*, at the nearest receptors. Construction noise levels near existing residences to the north, west, east and south were modeled between 52 dBA and 68 dBA Leq at the nearest noise sensitive residences to the north, south, east, and west to the project site. Construction noise levels would not exceed the City of Perris construction noise standard of 80 dBA Lmax at residential uses near the project site and would occur during the limited hours of 7:00 am to 7:00 p.m. per City Code Section 7.34.06. Therefore, construction noise impacts would be less than significant.

Table 14 Project-Related Construction Noise Levels

Construction Activity Phase	Noise Levels in dBA L_{eq}				
	RCNM Reference Noise Level	Residential Receptor to North	Residential Receptor to East	Recreational Receptor to South	Residential Receptor to West
Distance in feet	50	420	660	700	360
Demolition	85	67	63	62	68
Site Preparation	85	67	63	62	68
Rough Grading	85	67	63	62	68
Distance in feet	50	375	630	645	330
Building Construction	80	62	58	58	64
Architectural Coating	74	56	52	52	58
Distance in feet	50	320	550	635	290
Paving	80	64	59	58	65
Exceeds FTA's 80 dBA L_{eq} Threshold?		**No**	**No**	**No**	**No**

Source: FHWA's RCNM software. Distance measurements were taken using Google Earth (2024) from the acoustical center of the project site.
Notes: dBA L_{eq} = Energy-Average (L_{eq}) Sound Levels.
See Appendix C for construction noise calculations.

On-Campus Receptors

Students would remain on site during demolition, site preparation, and building construction. Construction activities could occur within 85 feet of existing classroom buildings. As shown in Table 14, construction noise levels would range between 74 dBA and 85 dBA Leq at 50 feet per the RCNM Reference Noise Level and would propagate to 69 dBA and 80 dBA Leq at 85 feet. Typical exterior-to-interior noise attenuation with windows and doors closed is 25 dBA. This would result in interior noise levels of approximately 44 dBA to 55 dBA Leq. Speech interference is considered intolerable when background noise levels exceed 60 dBA. Therefore, average construction noise levels are not expected to exceed 60 dBA Leq within adjacent classrooms based on typical exterior-to-interior noise attenuation. Construction would occur throughout the project site and would be further than 85 feet at times, which would reduce interior noise levels. In addition, to avoid classroom disruption, some work would be done during instructional breaks when students are off campus. Additionally, construction of the proposed project would occur during the limited hours of 7:00 am to 7:00 p.m. per City Code Section 7.34.06. Therefore, on-campus construction noise impacts would be less than significant.

Operational Noise

The proposed project's primary onsite operational noise sources would be new classroom building rooftop heating, ventilation, and air conditioning (HVAC) units. The proposed project could include eight rooftop HVAC units.

The proposed new classroom building rooftop HVAC units would generate noise levels of up to 82 dBA (Carrier 2024). All proposed HVAC unit noise levels would be less than 58 dBA Lmax at 50 feet. Assuming continuous operation, rooftop HVAC units would result in a combined noise level of 50 dBA Lmax at the nearest noise sensitive receptor (residence to the west at 250 feet from the center of rooftop HVAC units). The proposed new classroom building would include rooftop parapets that would break line of sight from source

to receiver and reduce HVAC noise levels at nearby receptors. Operational noise from the HVAC equipment would not exceed daytime and nighttime noise standards of 60 dBA and 80 dBA Lmax, respectively, per City Code Section 7.34.050. Furthermore, operational noise from HVAC equipment would not substantially increase ambient noise levels at nearby residences. Thus, noise impacts from mechanical equipment would be less than significant.

Operational Off-Site Traffic Noise

A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 dBA to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

- **1.5 dBA** in ambient noise environments of 65 dBA CNEL and higher
- **3 dBA** in ambient noise environments of 60 to 64 dBA CNEL
- **5 dBA** in ambient noise environments of less than 60 dBA CNEL

Based on traffic noise modeling, a significant traffic noise impact occurs when the thresholds above are exceeded under cumulative conditions (with project) and the contribution of the project to future traffic is calculated to be greater than 5 dBA CNEL for Murrieta Road, Mildred Street, and Wilson Avenue.

With the additional classroom capacity, student enrollment would also increase by a maximum of 324 students. Traffic volume data for the new trips associated with the project are provided by Garland Associates (2024). The proposed project is expected to generate a net increase of 243 vehicle trips during the morning peak hour (131 inbound and 112 outbound), 146 trips during the afternoon peak hour (67 inbound and 79 outbound), and 740 trips per day. The data provided by the traffic engineer presents the street and locations with scenarios for existing, existing with project conditions, Future 2027, and Future 2027 with project conditions. With the project trip additions, noise levels along the segments of Murrieta Road, Mildred Street, and Wilson Avenue would increase between less than 1 dBA and 1 dBA. Table 15, *Project-Related School Increases in Traffic Noise, dBA CNEL at 50 Feet*, shows the addition of proposed project trips would not result in a 5 dBA increase over existing conditions. Therefore, traffic noise impacts would be less than significant.

Table 15 Project-Related School Increases in Traffic Noise, dBA CNEL at 50 Feet

	Segment		Traffic Noise Increase Existing CNEL at 50 Feet					
Roadway	From	To	Existing No Project	Existing with Project	Existing Increase	Future (2027) No Project	Future (2027) with Project	Future (2027) Increase
Murrieta Road	the North	Mildred St	58	59	1	59	59	<1
Murrieta Road	Mildred St	School Dwy	58	58	<1	58	59	1
Murrieta Road	School Dwy	the South	58	58	<1	58	59	1
Mildred Street	Wilson Ave	School Dwy	55	55	<1	55	55	<1
Mildred Street	School Dwy	Murrieta Rd	55	56	1	56	56	<1
Wilson Avenue	Mildred St	the South	55	55	<1	55	55	<1

Source: Garland Associates (2024).
See Appendix C for calculations.

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

Less Than Significant Impact. Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the demolition phase of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment. Construction equipment generates vibration that spreads through the ground and diminishes with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Architectural Damage

For reference, a peak particle velocity of 0.20 in/sec PPV is used as the limit for nonengineered timber and masonry buildings (which would apply to the off-site surrounding residential structures) (FTA 2018). Table 16, *Vibration Impact Levels for Typical Construction Equipment*, shows typical construction equipment vibration levels and reference vibration levels at a distance of 25 feet. The nearest construction activity associated with project construction activities would occur 75 feet from on-campus buildings to the east of the project site. At 75 feet, construction vibration levels would be up to 0.040 in/sec PPV or less, as shown in Table 16. The closest residential buildings to the project site are 340 feet north and west of the project site. At 340 feet, construction vibration levels would be up to 0.004 in/sec PPV or less.

Table 16 Vibration Impact Levels for Typical Construction Equipment

Equipment	in/sec PPV				
	Reference Levels at 25 Feet	Residential Receptor to North at 340 feet[1]	Residential Receptor to East at 425 feet[1]	Residential Receptor to West at 340 feet[1]	On-Campus Receptors to West at 75 feet[1]
Vibratory Roller	0.21	0.004	0.003	0.004	0.040
Hoe Ram	0.089	0.002	0.001	0.002	0.017
Large Bulldozer	0.089	0.002	0.001	0.002	0.017
Loaded Trucks	0.076	0.002	0.001	0.002	0.015
Jackhammer	0.035	0.001	0.000	0.001	0.007
Small Bulldozer	0.003	0.000	0.000	0.000	0.001

Source: FTA 2018.
Note: See Appendix C for vibration calculations.
[1] As measured from the edge of construction site using Google Earth Pro.

The City of Perris does not have an established threshold for assessing construction vibration impacts. The FTA maximum acceptable vibration standard of 0.2 in/sec PPV for nonengineered timber and masonry buildings is applied for assessing vibration impacts from project construction-related activities. The nearest structure to the site's construction activities, on-campus buildings to the east, is approximately 75 feet away from the proposed construction. At this distance, construction vibration from a vibratory roller would attenuate to 0.040 in/sec PPV or less. Proposed construction activities would not exceed the FTA vibration standard of 0.2 in/sec PPV at the building façade. Therefore, impacts from construction vibration would be less than significant.

Operational Vibration

The operation of the proposed project would not include any substantial long-term vibration sources from operations source. Thus, no impact would occur.

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

Less Than Significant Impact. The project site is located approximately 1.7 miles north of Perris Valley Airport and approximately 5 miles south of March Air Reserve Base/Inland Port Airport. Based on Map PV-3 of the Riverside County Airport Land Use Compatibility Plan Policy Document (2012), the project site is approximately a mile outside of the 60 dBA CNEL noise contour of Perris Valley Airport. According to Figure 4-2 of the Final Air Installations Compatible Use Zones Study March Air Reserve Base (2018), the project site is approximately 1.3 miles outside of the 60 dBA CNEL noise contour for the March Air Reserve Base. Implementation of the proposed project would not result in increased exposure of people working at or visiting the project site to aircraft noise. Therefore, impacts from aircraft noise would be less than significant.

4.14 POPULATION AND HOUSING

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

Would the project:

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

Less Than Significant Impact. The project site is in an urbanized area of the city. The proposed project does not include the construction of any new homes or businesses or changes to the existing land uses on-site. The proposed project would include the construction of a new two-story classroom building that would contain 10 new classrooms, an art classroom, a science classroom, restrooms, a work room, mechanical and storage rooms, and other utility rooms. The addition of 10 classrooms, art room, and science room on the campus would increase student capacity by a maximum of 324 students, or approximately 45 percent of the existing conditions (CDE 2024). However, the proposed project is expected to continue serving students who are already living in the area. Due to the estimated increase in student enrollment as a result of the proposed project, impacts would be less than significant.

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

No Impact. The proposed project is on an established school campus. Development of the proposed project would not involve the removal or relocation of any housing and would not displace any people or require the construction of any replacement housing. Therefore, no impact would occur.

4.15 PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project:				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?				X

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. Fire protection and emergency services are provided by the Riverside County Fire Department (RCFD). The City of Perris has 27 firefighters assigned to two fire stations, RCFD 90 and RCFD 101, with daily staffing of one engine, one truck company, and one squad. RCFD Station 101 (105 S F Street) is approximately 1.7 miles southwest of the project site, and RCFD Station 90 (333 Placentia Avenue) is approximately 2.4 miles north of the project site. Project implementation would result in an increase in student enrollment. However, considering the existing resources available in and near the city and that proposed project would be consistent with existing uses, impacts on fire protection and emergency services are not expected. Furthermore, upgrades to existing buildings and construction of new buildings would be subject to current fire code and RCFD requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access. Compliance with fire code standards would be ensured through the plan check process and would minimize hazards to life and property in the event of a fire.

The proposed project would also be subject to DSA review to ensure that plans, specifications, and construction comply with access, fire, and life safety design standards established by DSA and California's building codes (CCR Title 24). DSA would review fire department and emergency access roadways and school drop-off and pick-up areas to ensure adequate emergency access is maintained. Fire alarm systems, elevator systems, and building occupancy would also be reviewed for compliance with current safety standards and regulations.

Compliance with fire code standards would be ensured through the plan check process and would minimize hazards to life and property in the event of a fire. The proposed project would not require the provision of new or physically altered fire protection facilities to maintain acceptable service ratios, response times, or other performance objectives such that environmental impacts would result. Impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. Police protection services are provided by Riverside County Sheriff. The Perris Police Station is at 137 N. Perris Boulevard, approximately 1.6 miles southwest of the project site. This station also serves the unincorporated communities of Glen Valley, Mead Valley, Wood Crest, Romoland, and Nuevo. Project implementation would result in an increase in student enrollment. However, considering the existing resources available in and near the city and that proposed project would be consistent with existing uses, project impacts on police protection services are not expected. Additionally, active construction areas would be fenced and would remain secured outside of work hours. Any increase in police demands would be temporary and would not require construction of new or expanded police facilities. Thus, the proposed project would not adversely affect the police department's ability to provide adequate service and would not require new or expanded police facilities that could result in adverse environmental impacts. Therefore, impacts would be less than significant.

c) Schools?

Less Than Significant Impact. The project site is developed on a school campus. The proposed project would construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. The proposed project would accommodate an additional 324 students; however, the proposed project would not induce population growth. The proposed project would serve the existing community, and no additional school demands would be created. Once constructed, the new school facilities would continue to serve the existing population. The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Therefore, the proposed project would have a less than significant impact.

d) Parks?

Less Than Significant Impact. Park space demand is typically caused by uses that generate population and/or employment growth. The proposed project would construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen.. The proposed project would accommodate an additional 324 students; however, the proposed project would not induce population growth. Additionally, the City of Perris has 22 parks available to community members. There are three parks within a one-mile radius of the campus; Patriot Park, Bob Long Park, and Skydive Baseball Park. Therefore, the proposed project would not increase the overall demand for parks. Impacts would be less than significant.

e) Other public facilities?

No Impact. The proposed project would not result in impacts associated with the provision of other new or physically altered public facilities (e.g., libraries, hospitals, childcare, teen or senior centers). Physical impacts to

public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The proposed project would not result in population growth. No impact would occur.

4.16 RECREATION

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

Would the project:

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?

Less than Significant Impact. Typically, the demand for parks is created by the development of new housing and/or actions that generate additional population. There are 22 parks located throughout Perris (Perris 2006). The closest park to the campus is Patriot Park at 525 Murietta Road and approximately 0.2 mile southeast of the campus. There are also a number of recreation facilities located throughout the city. The proposed project would alter existing recreational facilities on the campus, which would include the relocation of three basketball courts adjacent to the new classroom building. The proposed project would increase the student capacity by a maximum of 324 students. As students will be drawn from the existing pool of students in the area, increased demand for off-site recreational resources, parks, or other facilities within the city is not anticipated as a result of the proposed project's implementation. Therefore, a less than significant impact is expected.

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

Less Than Significant Impact. No additional recreational facilities would be constructed as part of the proposed project. Three existing basketball courts will be relocated adjacent to the classroom building, with the relocation involving only the repainting of the courts. Therefore, less than significant impact is expected.

4.17 TRANSPORTATION

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

The analysis in this section is based on the following study, which is in Appendix D of this Initial Study.

- *Traffic/Transportation Impact Analysis*, Garland Associates, October, 2024

Existing Street Network

The streets that provide access to the proposed project area include Mildred Street, Murrieta Road, and Wilson Avenue.

Mildred Street

Mildred Street is a two-lane east-west street that abuts the north side of the school campus. Parking is provided on the south side of the street except for the area that abuts the west end of the school site, which has "No Stopping Any Time" restrictions. Parking can be accommodated on a shoulder on the north side of the street across from the school, and parking is provided on both sides of the street west of the school site. Sidewalks are on the south side of the street along the school frontage and on both sides of the street west of the school site. There are no bike lanes on Mildred Street. The speed limit on Mildred Street is 25 miles per hour (mph).

There are three driveways on the south side of Mildred Street that provide access to school. The west driveway is the entry driveway for a student drop-off/pick-up area and the middle driveway is the exit from this area. The east driveway is the entry driveway to the school's parking lot and a second drop-off/pick-up area.

Murrieta Road

Murrieta Road is a two lane north-south street that abuts the east side of the school campus. It has sidewalks on the west side of the street and no sidewalks on the east side. Parking is prohibited on both sides of the street and there are bike lanes along both sides of the street. There is a driveway on the west side of Murrieta Road south of Mildred Street that provides access to the school's parking lot and serves as the exit from the drop-off/pick-up area. The speed limit on Murrieta Road is 25 mph.

Wilson Avenue

Wilson Avenue is a two lane north-south street located approximately 650 feet west of the school site. It has sidewalks and parking on both sides of the street and there are no bike lanes. The speed limit on Wilson Avenue is 25 mph.

Existing Bus Transit Service

Riverside Transit Agency (RTA) operates one bus route in the vicinity of the school site. Route 30 runs along Redlands Avenue and Nuevo Road. Redlands Avenue is approximately 0.375 miles west of the school site and Nuevo Road is approximately 0.375 miles north of the school site. There are no bus routes adjacent to the school site.

Existing Traffic Control and Crosswalks

The existing traffic control devices at the study area intersections are shown in Table 17, *Existing Traffic Control Devices and Crosswalks*.

Table 17 Existing Traffic Control Devices and Crosswalks

Intersection	Traffic Control	Crosswalks
Mildred Street / Murrieta Road	3-Way Stop Signs	On North, South, & West Legs
Mildred Street / Hollowood Court	3-Way Stop Signs	On North & East Legs
Mildred Street / Wilson Avenue	None	None

Source: Garland Associates 2024.

Would the project:

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

No Impact. The Circulation Element of the City of Perris General Plan includes various goals, policies, and implementation measures that outline the overall objective of establishing a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the Land Use Element. The goals in the Circulation Element that are applicable to the proposed school project are as follows.

- **Goal I:** Provide a comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.

- **Goal II:** Provide a well-planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.

- **Goal IV:** Provide safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.
- **Goal VII:** Provide a transportation system that maintains a high level of environmental quality.
- **Goal VIII:** Achieve enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.

The proposed project includes the construction of a new two-story classroom building that would contain 10 classrooms and two labs. It would accommodate up to 324 additional students at the school. The proposed project would generate a net increase of 243 vehicle trips during the morning peak hour (131 inbound and 112 outbound), 146 trips during the afternoon peak hour (67 inbound and 79 outbound), and 740 trips per day. The anticipated traffic volumes do not necessarily introduce new traffic to the overall roadway network but instead represent the traffic that would be redirected to this school site because the number of students attending school in the district is a function of the school-age population and the demand for educational facilities. Most of the school-related traffic would be traveling on the roadway network regardless of the status of the proposed project. Bike lanes are provided on Murrieta Road. In addition, bike racks are provided on the school campus. These bike facilities would not be adversely impacted by the increased number of students at the school. With regard to public transit, it is not anticipated that ridership on the bus routes cited previously would be noticeably affected by the school expansion project.

The proposed project is consistent with the goals in the Circulation Element and would not adversely affect the performance of any roadway, transit, or non-motorized (pedestrian and bicycle) transportation facilities. Based on the traffic analysis and a review of the Circulation Element of the City's General Plan, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, no impact would occur.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. Vehicle delays and levels of service (LOS) have historically been used as the basis for determining the significance of traffic impacts as standard practice in California Environmental Quality Act (CEQA) documents. In 2013, SB 743 was signed into law, eliminating auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines in 2018; CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the Guidelines, metrics related to "vehicle miles traveled" (VMT) are required to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects.

The City of Perris adopted a document titled "Transportation Impact Analysis Guidelines for CEQA," which includes screening criteria that can be used to identify when a proposed land use development project is anticipated to result in a less than significant VMT impact. The guidelines state that land use types that are considered local serving are exempt from a VMT analysis. Land uses in the local-serving category would have a less than significant transportation impact and can be screened from requiring a detailed VMT analysis.

Schools are considered a local-serving land use, so this school expansion project would have a less than significant VMT 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)?

Less Than Significant Impact. The proposed project would not provide any on- or off-site access or circulation features that would create or increase any design hazards or incompatible uses. Access to the school site would continue to be provided by the existing driveways on the south side of Mildred Street and on the west side of Murrieta Road. There would be no roadway improvements in the public right-of-way, and all improvements within the school site would be consistent with the criteria of the California Division of the State Architect.

The increased levels of traffic, the increased number of pedestrians, and the increased number of vehicular turning movements at the driveways and nearby intersections would result in an increased number of traffic conflicts and a corresponding increase in the probability of an accident occurring. These impacts would not be significant, however, because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity. These streets and intersections have historically accommodated school-related traffic on a daily basis for the existing school. The proposed project would add more vehicles to the roadway network, but the additional vehicles would be compatible with the design and use of the affected streets. The proposed project would not result in any major safety or operational issues relative to access and circulation.

Because the existing street network could readily accommodate the anticipated increase in vehicular, pedestrian, and bicycle activity, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts are less than significant.

d) Result in inadequate emergency access?

No Impact. The existing and proposed access and circulation features at the existing school, including the driveways, on-site roadways, parking lots, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. These facilities would provide access to the school grounds, the buildings, and all other areas of the project site, including the playfields and hard courts. The design and any modifications to the access features are subject to and must satisfy the District's requirements and would be subject to approval by the Fire Department and the California Division of the State Architect. The proposed project would not, therefore, result in inadequate emergency access, and no impact would occur.

4.18 TRIBAL CULTURAL RESOURCES

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

Would the project:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The project site is not currently listed in the California Register of Historical Resource or in a local register of historical resources (NPS 2023; OHP 2023). Public Resources Code Section 5020.1(k) defines local register of historical resources as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. There is no local ordinance or resolution that identifies the project site as a historical resource. The proposed project would not result in potential impacts to sensitive tribal resources. No impact would occur.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource

Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. Assembly Bill 52 requires meaningful consultation with California Native American tribes on potential impacts to tribal cultural resources, as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.

As part of the AB 52 process, Native American tribes must submit a written request to the District (lead agency) to be notified of projects within their traditionally and culturally affiliated area. The District must then provide written, formal notification to those tribes, and the tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project. When these steps are completed, the District must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource; 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached; or 3) a tribe does not engage in the consultation process or provide comments.

The District invited California Native American tribes that are traditionally and culturally affiliated with the project area to consult on the proposed project via email. 13 tribes were contacted, consistent with AB 52. The 13 tribes contacted were Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Cabazon Band of Cahuilla Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Luiseno Indians, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians and Torres-Martinez Desert Cahuilla Indians. The letters were sent on December 24, 2024. Additionally, the NAHC Sacred Lands File search came back positive for the Pechanga Band of Indians. Six tribes have contacted the District. The District provided additional project information to the Agua Caliente Band of Cahuilla Indians, Pechanga Band of Indians, and the Rincon Band of Luiseno Indians. The District met with representatives of the Rincon Band of Luiseno Indians on January 28, 2025. The tribe requested additional information for the proposed project.

The Augustine Band of Cahuilla Indians, Quechan Tribe of the Fort Yuma Reservation, and Santa Rosa Band of Cahuilla Indians did not wish to consult on the project and/or deferred any comments to tribes that are familiar with the project area. No additional project information was requested by any other tribes.

Public Resources Code Section 5024.1(c) indicates that a resource may be listed as a historical resource in the California Register if it meets any of the four National Register of Historic Places criteria. This discussion is also provided in Section 3.5, *Cultural Resources*, of this IS/MND. The project site is fully developed with no visible native ground surface exposed. The proposed project would disturb 1.3 acres of the 8.6 acre project site. Because the project site has been developed, the utilities trenching for the proposed project would not occur in native soils that may contain tribal cultural resources. Although the likelihood

of discovering tribal cultural resources is minimal, the potential for discovering previously unidentified subsurface tribal cultural resources exists. Therefore, mitigation has been incorporated to reduce impacts on tribal cultural resources to a less than significant level.

Mitigation Measures

TCR-1 If tribal cultural resources are inadvertently discovered during ground disturbing activities for this project. The following procedures will be carried out for treatment and disposition of the discoveries:

- Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed.
- All tribal cultural resources unearthed by project activities shall be evaluated by the qualified archaeologist and/or applicable tribal monitor. If the resources are Native American in origin, the applicable tribe will retain the resource in the form and/or manner the tribe deems appropriate, for educational, cultural and/or historic purposes.
- Work may continue on other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures or appropriate mitigation must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources.
- Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

4.19 UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Would the project:

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.

Water Supply Facilities

The Eastern Municipal Water District provides water to the City of Perris and to the project site. Local sources of the water provided by EMWD include groundwater, desalinated groundwater, and recycled water. Outside water sources come from the Metropolitan Water District of Southern California. According to EMWD's Urban Water Management Plan, the total water capacity for 2020, the last year reported, was approximately 124,314 acre-feet per year (afy) (EMWD 2021).

The proposed project would construct a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. The proposed project would increase student capacity by a maximum of 324 students, a total increase in student enrollment of 45 percent. Water is currently provided to the campus by existing EMWD water mains. Potable water would be provided to the proposed project through connections to the existing water mains. The proposed water system improvements would be designed and constructed in accordance with the California Building Code and CALGreen requirements, such as CALGreen Division 5.3, Water Efficiency and Conservation, including Sections 5.303, Indoor Water Use,

and 5.304, Outdoor Water Use. Additionally, though more students would be located on campus because of the proposed project, those students would be from an existing pool of students from other schools within the District. As such, water consumption on the Sky View ES campus would increase but water consumption in the EMWD would not increase. The proposed project would not require the relocation or construction of new or expanded water facilities. Therefore, impacts would be less than significant.

Wastewater Treatment Facilities

The EMWD also provides wastewater collection and treatment services to the project site. The project site is currently developed and served by existing wastewater facilities. The proposed project includes construction of a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. According to the EMWD's Urban Water Management Plan, the entire EMWD has a wastewater and treatment capacity of 86,300 afy, and the Perris Valley facility that serves the project site, has a capacity of 26,900 afy. Additionally, the EMWD collected 53,073 afy of wastewater in 2020, and the Perris Valley facility collected 17,282 afy in 2020 (EMWD 2021). As stated previously, incoming students would be from an existing pool of students from other schools in the District. As such, the proposed project would increase the amount of wastewater from the project site, but not increase the amount of wastewater being produced within the EMWD. The proposed project would not require the relocation or construction of new or expanded wastewater facilities. Therefore, impacts would be less than significant.

Stormwater Drainage Facilities

The proposed project would result in a slight increase in impervious surfaces compared to existing conditions with the construction of a two-story classroom building with exterior improvements and the expansion of kitchen facilities to an existing kitchen. The increase in impervious surfaces due to the proposed project would be minor. The stormwater from the proposed project would be conveyed to existing stormwater drains on campus or to the neighboring storm drain system along roadways. The proposed project would not significantly increase or change the stormwater volume, rate, or pattern beyond connecting to existing stormwater system. Impacts would be less than significant.

Electrical Facilities

Southern California Edison (SCE) provides electricity to the project site. The proposed project would connect to existing facilities. The proposed project would include the construction of a two-story classroom building with exterior improvements and construct the expansion of kitchen facilities to an existing kitchen. The proposed project would increase student capacity by a maximum of 324 students, a total increase in student enrollment of 45 percent. Although the proposed project would increase student capacity, those students would be from an existing pool of students from other schools within the District. As such, electricity consumption on the Sky View ES campus would increase but electricity consumption within the SCE service area would not increase. The proposed project would not require the relocation or construction of new or expanded electrical facilities. Therefore, impacts would be less than significant.

Natural Gas Facilities

Southern California Gas Company (SoCalGas) provides natural gas service to the Sky View ES campus. As a public utility, SoCalGas is under the auspices of the California Public Utilities Commission and federal regulatory agencies. Development of the proposed project would comply with regulations and standards pertaining to natural gas. The expansion of the kitchen facilities would require the use of natural gas. The expanded kitchen facilities would connect to the existing natural gas lines already developed. As such, the project would not require the construction of new or expanded facilities. Therefore, the proposed project would result in a less than significant impact.

Telecommunication Facilities

The proposed project would not require additional telecommunications facilities demand. The proposed project would not require off-site construction or relocation of utilities, and therefore no impacts would occur.

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. As stated in 5.19(a), water provided to the District via the EMWD is sourced locally from groundwater, desalinated groundwater, and recycled water, and outside water sources come from the Metropolitan Water District of Southern California. According to EMWD's Urban Water Management Plan, the total water capacity for 2020, the last year reported, was approximately 124,314 afy (EMWD 2021). The water usage from all sources in the same timeframe is estimated to be approximately 84,673 afy with an excess amount of approximately 39,641 afy.

The proposed project's water demand would consist of indoor and outdoor water demands. Indoor water demand would be approximately 1.84 afy and outdoor water demand would be approximately 2.71 afy for a total water demand of 4.55 afy from both sources. The proposed project's demand would be less than 1 percent of the EMWD's excess amount. Furthermore, development of the proposed project would be required to comply with the provisions of CALGreen, including Sections 5.303, Indoor Water Use, and 5.304, Outdoor Water Use. As such, the EMWD contains adequate water supplies to meet the water demands of the proposed project during normal, dry and multiple dry years. Impacts would be less than significant.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Wastewater generated at the campus is conveyed to the Perris Valley facility, which has a capacity of 26,900 afy. The Perris Valley facility collected 17,282 afy in 2020, giving it an excess capacity of approximately 9,618 afy (EMWD 2021).

The net increase in wastewater generation for the proposed project is assumed to be 95 percent of the increase in indoor water use. The proposed project would result in a net increase of indoor water demand of approximately 1.84 afy. Therefore, the proposed project would generate an increase of approximately 1.75 afy in wastewater. The amount of wastewater that would be generated is less than 1 percent of EMWD's Perris

Valley facility wastewater treatment plant's total remaining treatment capacity. Therefore, project development would not require the construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. During construction the proposed project would generate some demolition and waste debris from asphalt demolition, site preparation, grading, and building construction. . In accordance with CALGreen Section 5.408, Construction Waste Reduction, Disposal, and Recycling, at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations would be recycled and/or salvaged for reuse. Solid waste generated by the City of Perris is disposed of at the El Sobrante Landfill and the Badlands Sanitary Landfill. The El Sobrante Landfill has a remaining capacity of 38,873,835 tons,[5] and the Badlands Sanitary Landfill has a remaining capacity of 2,106,000 tons (CalRecycle 2024). The proposed project would increase the number of students on campus by a maximum of 324 students which would increase solid waste generation by approximately 26.82 tons per year (Appendix A). Both landfills, together and separately, would have sufficient capacity to facilitate the increase in waste generation and would be within the remaining capacity of area landfills. The proposed project would not adversely impact landfill capacity or impair attainment of solid waste reduction goals, and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The District complies with federal, State, and local statutes and regulations related to solid waste, such as the California Integrated Waste Management Act and local recycling and waste programs. The District and its construction contractor would comply with all applicable laws and regulations and make every effort to reuse and/or recycle the construction debris that would otherwise be taken to a landfill. CALGreen Section 5.408, Construction Waste Reduction, Disposal, and Recycling, requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. The proposed project would comply with all applicable federal, State, and local statutes and regulations related to solid waste disposal. Therefore, the impacts would be less than significant.

[5] A volume-to-weight conversion rate of 2,000 lbs/cubic yard (1 tons/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used as per CalRecyle's 2016 Volume-to-Weight Conversion Factors, at https://www.epa.gov/sites/production/files/201604/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf.

4.20 WILDFIRE

Issues		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?			X	

Wildland fire protection in California is the responsibility of either the State, local government, or the federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services (CALFIRE 2023).

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. CAL FIRE uses an extension of the state responsibility area Fire Hazard Severity Zone model as the basis for evaluating fire hazard in local responsibility area. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area.

Would the project:

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

No Impact. The project site is not located in or near a state responsibility area (SRA) or on land classified as Very High Fire Hazard Severity Zone (FHSZ) (CAL FIRE 2023). The nearest FHSZ to the project site is approximately 1.5 miles west. The proposed project would not impair an adopted emergency evacuation or response plan within such an area. Therefore, no impact would occur.

4. Environmental Analysis

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 in or near an SRA or lands classified as very high FHSZ. The proposed project is in an urbanized area and is generally flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. Project development would not place people or structures at risk from wildfire. No wildlands exist within the immediate vicinity of the campus. As such, the proposed project would not exacerbate wildfire risks or expose the proposed project's occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire within such an area. Therefore, no impact would occur.

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?

No Impact. The proposed project does not require the installation or maintenance of associated infrastructure, such as roads, that may exacerbate fire risk. The proposed project would not result in temporary or ongoing impacts to the environment. Therefore, no impacts would occur.

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?

Less Than Significant Impact. The project site is generally flat without significant topography with no steep slopes and is not susceptible to landslides. Additionally, implementation of the proposed project would not alter the existing drainage patterns or substantially increase the amount of runoff. Thus, implementation of the proposed project would not result in result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in this Initial Study, the proposed project would not degrade the quality of the environment with implementation of identified standard permit conditions and mitigation measures. As discussed in Section 4.5, *Cultural Resources* and Section 4.18, *Tribal Cultural Resources*, with implementation of Mitigation Measure CUL-1, the proposed project would result in a less-than-significant impact on archaeological and historic resources.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact With Mitigation Incorporated. As discussed previously in this Initial Study, the proposed project would have no impact or a less-than-significant impact to aesthetics, agriculture and forestry resources, biological resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire. As discussed in Sections 4.3, *Air Quality*;

4. Environmental Analysis

4.5, *Cultural Resources*; 4.7, *Geology and Soils*; and 4.18, *Tribal Cultural Resources*, the project would not result in significant impacts to those resources with the implementation of identified and mitigation measures. For this reason, the project would not result in significant cumulative impacts to those resources. Therefore, all impacts are individually limited and would not result in any cumulatively significant impact.

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in the previous analyses, the proposed project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. Impacts would be less than significant with the implementation of the proposed mitigation measures.

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