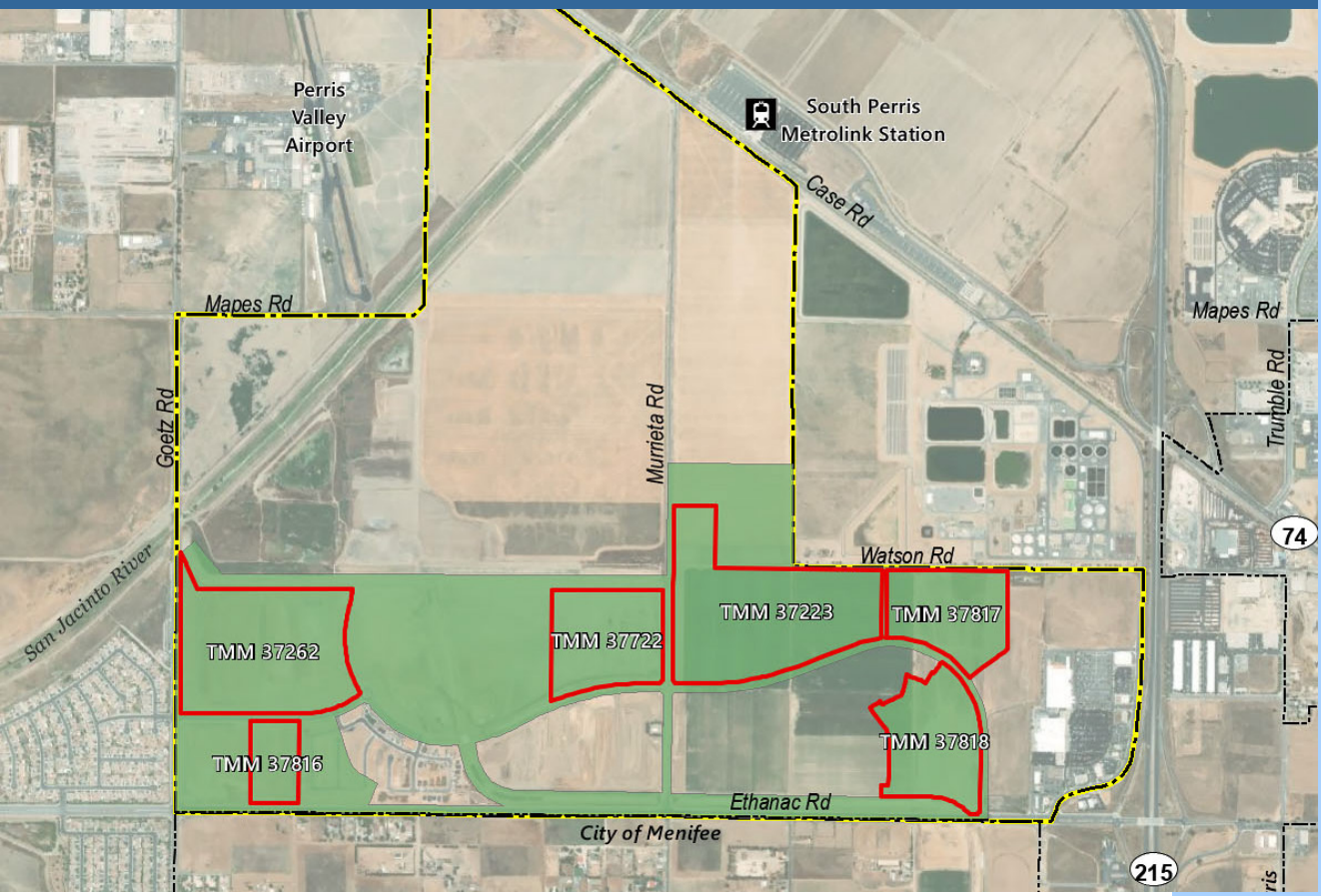
Appendix B

Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 1B Project Area and Mitigation Monitoring and Reporting Program (2020)

Addendum to the

Green Valley Specific Plan Final Environmental Impact Report for the Phase 1B Project Area



City of Perris

December 2, 2020

Addendum to the

Green Valley Specific Plan Final Environmental Impact Report for the Phase 1B Project Area

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LIST OF ABBREVIATIONS

2017 GVSP Addendum	Addendum to Green Valley Specific Plan Final Environmental Impact Report for Phase 1A Project Area, January 2017
AB	Assembly Bill
ACLUP	Airport Land Use Commission Plan
ALUC	Airport Land Use Compatibility
ALUCP	Airport Land Use Compatibility Plan
BMP	Best Management Practices
CAL FIRE	California Department of Forestry and Fire Protection's
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CNDDB	California Natural Diversity Data Base
Corps	U.S. Army Corps of Engineers
CRHR	California Register of Historical Resources
DTSC	California Department of Toxic Substances Control's
EIC	Eastern Information Center
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FRAP	Fire and Resources Assessment Program
GLA	Glenn Lukos Associates, Inc.
GVRA	Green Valley Recovery Acquisition
GVSP	Green Valley Specific Plan
HOA	Homeowner's Association
I-215	Interstate 215
JPR	Joint Project Review
LID	Low Impact Development
LOMR	Letter of Map Revision
LUST	leaking underground storage tank

MDP	Master Drainage Plan
MGD	gallons of water per day
MGY	million gallons of water each year
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NEPSSA	narrow endemic plant species survey area
NPDES	National Pollutant Discharge Elimination System
PA	planning areas
POS	Plan of Service
PRC	Public Resources Code
PRMMP	Paleontological Resource Mitigation Monitoring Program
PVRWRF	Perris Valley Regional Water Reclamation Facility
RCA	Regional Conservation Authority
RPA	Register for Professional Archaeologists
SEIR	subsequent environmental impact report
SWMP	Storm Water Management Plan
SWRCB	State Water Resources Control Board's
TTM	tentative tract map
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

ADDENDUM TO THE GREEN VALLEY SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PHASE 1B PROJECT AREA

November 4, 2020
State Clearinghouse No. 1989032707

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the 1990 Final Environmental Impact Report (FEIR) for the Green Valley Specific Plan (GVSP) evaluates proposed amendments to the GVSP. Specifically, this addendum analyzes the effects of buildout of six tentative tract maps (TTMs) and changed residential densities and acreages of various land uses located on 348.1 acres in the southern portion of the GVSP (Phase 1B Project Area). Within the Phase 1B Project Area, environmental impacts and land use changes associated with buildout of six TTM developments proposed are addressed at a project-level of analysis in this document and land use changes associated with surrounding planning areas (PAs) located in the southern portion of the GVSP are analyzed at a programmatic level. As applicable to the Phase 1B Project Area of the GVSP, this addendum also evaluates changes to the site and/or applicable federal, state, and local policies since the GVSP was approved in 1990 and the two first tract maps were approved in 2017. The proposed amendments would not result in an increase in the number of dwelling units approved under the 1990 GVSP.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Perris has determined that, in accordance with Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the proposed amendments and other minor changes from the development scenario described in the 1990 Final EIR and 2017 GVSP Addendum for the adopted GVSP warrant the preparation of an addendum to update the analysis provided in the EIR.

PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the GVSP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to GVSP for the Phase 1B project.

- Draft EIR for the Green Valley Specific Plan, 1990;
- Final EIR for the Green Valley Specific Plan, Volume 1-4, Certified March 5, 1990;
- CEQA Findings of Fact and Statement of Overriding Considerations for the Green Valley Specific Plan, Approved March 5, 1990; and
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 1A Project Area, January 2017 (2017 GVSP Addendum).

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent environmental impact report (SEIR), a supplement to an EIR, and an addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no SEIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in light of the whole record, one or more of the following:

> (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
>
> (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
>
> (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
>
> > (A) The project will have one or more significant effects not discussed in the previous EIR;
> >
> > (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
> >
> > (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
> >
> > (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a SEIR if:

> (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
>
> (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

This addendum is intended to evaluate and confirm CEQA compliance for proposed amendments to the GVSP, which would be a change relative to what is described and evaluated in the 1990 GVSP Final EIR and 2017 GVSP Addendum. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved 1990 Final EIR and amended in the 2017 GVSP Addendum, and determine whether the certified EIR continues to be relevant and adequate to address the potential impacts, if any, of such changes. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines (CEQA Appendix G). As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the GVSP EIR. The column titles of the checklist have been modified from the CEQA Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, 15163, 15164 and 15168.

1 INTRODUCTION AND PROJECT HISTORY

On March 5, 1990, the Perris City Council approved the Green Valley Specific Plan (GVSP) for development of a master planned community. Located on approximately 1,270 acres within the City of Perris (City), the approval allows for construction of up to 4,210 dwelling units, of which 3,460 single-family detached homes and 750 multi-family units are permitted with an overall project density of 3.3 dwelling units per gross acres. Other land uses approved under the GVSP include 42.3 acres of business and professional office, 72.7 acres of commercial retail, 108.7 acres of industrial, 24 acres for three school sites, and 51.1 acres of public parks. The City prepared and certified an Environmental Impact Report (EIR) for the GVSP that evaluated the environmental impacts associated with development of the entire Plan area based on the land use and zoning designations identified in the specific plan. The certified Final EIR is included as Appendix A of this Addendum. The City was the Lead Agency with respect to preparation and certification of the EIR, and approval of the GVSP. The site is owned by Green Valley Recovery Acquisition, LLC ("GVRA").

Since approval of the GVSP in 1990, the Perris Crossings retail center (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) has been built within the Green Valley Specific Plan area and is in full operation within the southeast corner (3150 Case Rd, Perris, CA 92571) of the GVSP area. In 2016, Green Valley Recovery Acquisition (GVRA) received approval from California Department of Fish and Wildlife (CDFW) to excavate the existing Romoland Master Drainage Plan (MDP) Line A Stage 3 within the approximately 6,720 linear-foot section of Line A drainage infrastructure facility (located in PA 49) that is downstream of Ethanac Road. GVRA also received a determination from the U.S. Army Corps of Engineers (Corps) that the subject reach of the Line A drainage infrastructure facility was considered non-jurisdictional and therefore the work did not require a 404 permit under the Clean Water Act. Shortly after both receipt of the approval and determination, the excavation activities in Line A were completed (Pfeiffer, pers. comm., 2020).

In 2017, the entitlement of 314 single family residential dwelling units was approved as part of Tract Maps 36988 (recorded October 4, 2019) and 36989 (recorded September 26, 2018) within approximately 75 acres located along the southwestern boundary of the GVSP (Phase 1A project area). Land uses in the Phase 1A area include residential and limited recreational and open space, which are currently under construction. In 2017, the City approved and required that all access points for the GVSP and major interior roads be constructed as part of the first approved phase. This included construction of off-site improvements that include Ethanac Road, West Elm Parkway, portion of Green Valley Parkway located in southern area of GVSP, Murrieta Road, and Goetz Road. Conditions of approval adopted by the City in 2017 are included as Appendix B of this document.

In 2018, the City of Perris received approval from the Regional Conservation Authority (RCA) for GVRA to extend the Phase 1 evacuation channel into a MSHCP criteria area (Criteria Cell #3467) to a terminus point just outside of the San Jacinto River (i.e., outside of CDFW and Corps jurisdiction), where Goetz Road and the Watson Ditch both intersect with the river. Construction of the Phase 1 evacuation channel located in upland portions of PA 54 were recently completed. Since the proposed section of the evacuation channel would be located within the MSHCP Criteria Area, specifically Criteria Cell #3467 of the Mead Valley Area Plan, the construction of the channel within the Criteria Area required Joint Project Review (JPR) by RCA (Pfeiffer, pers. comm., 2020). Phase 2 of the evacuation channel is located within PA 53 and will be constructed in the near future.

The GVSP EIR approved in 1990 considered the effects of buildout of the overall specific plan. Because subsequent discretionary actions by the City were required, including consideration of TTMs for the various phases of the GVSP, the EIR acknowledged that development of the GVSP may require additional environmental documentation as phases of the specific plan are proposed, such as the GVSP Phase 1A Amendment (GVSP Phase 1A project) and the GVSP Phase 1B Amendment (GVSP Phase 1B project or proposed project), to determine whether the entitlements/actions proposed fall within the scope of the certified EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved GVSP, additional environmental review through the subsequent review provisions of CEQA for

changes to previously reviewed and approved projects may be warranted (State CEQA Guidelines Sections 15162 through 15164).

The GVSP Mitigation Monitoring and Reporting Program (MMRP) has been included as Appendix C of this Addendum and provides a list of GVSP EIR mitigation measures adopted in 1990 and associated monitoring requirements.

Consistent with the process described, the City has evaluated the GVSP Phase 1B project application to determine whether this project is consistent with the GVSP and whether and what type of additional environmental review would be required. This analysis was conducted using an environmental checklist to determine whether any additional environmental review would be required for the City to consider adoption of the changes in the GVSP. This analysis considers whether there are changes proposed in the previously reviewed and approved GVSP or changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the GVSP EIR, and whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to those evaluated in the GVSP EIR.

2 PROJECT DESCRIPTION

The project is a specific plan amendment to the Green Valley Specific Plan (GVSP), which was approved in 1990 and amended in 2017 by the City of Perris. As approved in 1990, the GVSP is a land use plan for the development of a planned community on approximately 1,270 acres within the City (Figure 2-1) that would include the development of 3,460 single-family detached homes, 750 multi-family units, open space, business, commercial, industrial, school, and recreational land uses. In 2017, an amendment to the GVSP was approved for Phase 1A of the GVSP; the amendment analyzed revisions to design guidelines and development of two tract maps with 314 single-family residential units located in the southern portion of the GVSP (identified in Figure 2-2). This document analyzes the next phase of GVSP development. The project consists of two primary components: (1) development of six TTM developments proposed within approximately 206 acres located in the southern portion of the GVSP area along West Elm Parkway and Green Valley Parkway; and (2) amendments to other land uses located within the GVSP Phase 1B Project Area. The project would also update several GVSP guidelines from those that were adopted in 1990 and amended in 2017 (these guidelines are in Appendix D, GVSP Specific Plan Amendment (2020). Proposed revisions to the GVSP design guidelines are primarily base map updates to reflect proposed land use changes and modifications to some of the multi-family guidelines to reflect the small lot, single family housing that is proposed.

While land uses proposed for the Phase 1B Project Area are generally consistent with the land uses planned under the approved GVSP (see Figures 2-3a), some variations are proposed (see Figure 2-3b). Land uses proposed for the 6 TTM developments are single-family, multi-family residential, and open space. Land use changes and updates proposed within the Phase 1B area and outside of the TTMs are commercial, multi-family, school, parks, and open space. This checklist addendum to the certified 1990 GVSP Final EIR has been prepared to analyze environmental impacts of the 6 TTM developments at a project-specific level and environmental impacts of other land use changes at a programmatic level. Proposed changes to land uses in the Phase 1B Project Area of the GVSP are shown in Figure 2-3a, Figure 2-3b, and Tables 2-1 through 2-3 below, and are the primary subject of evaluation for this environmental checklist.

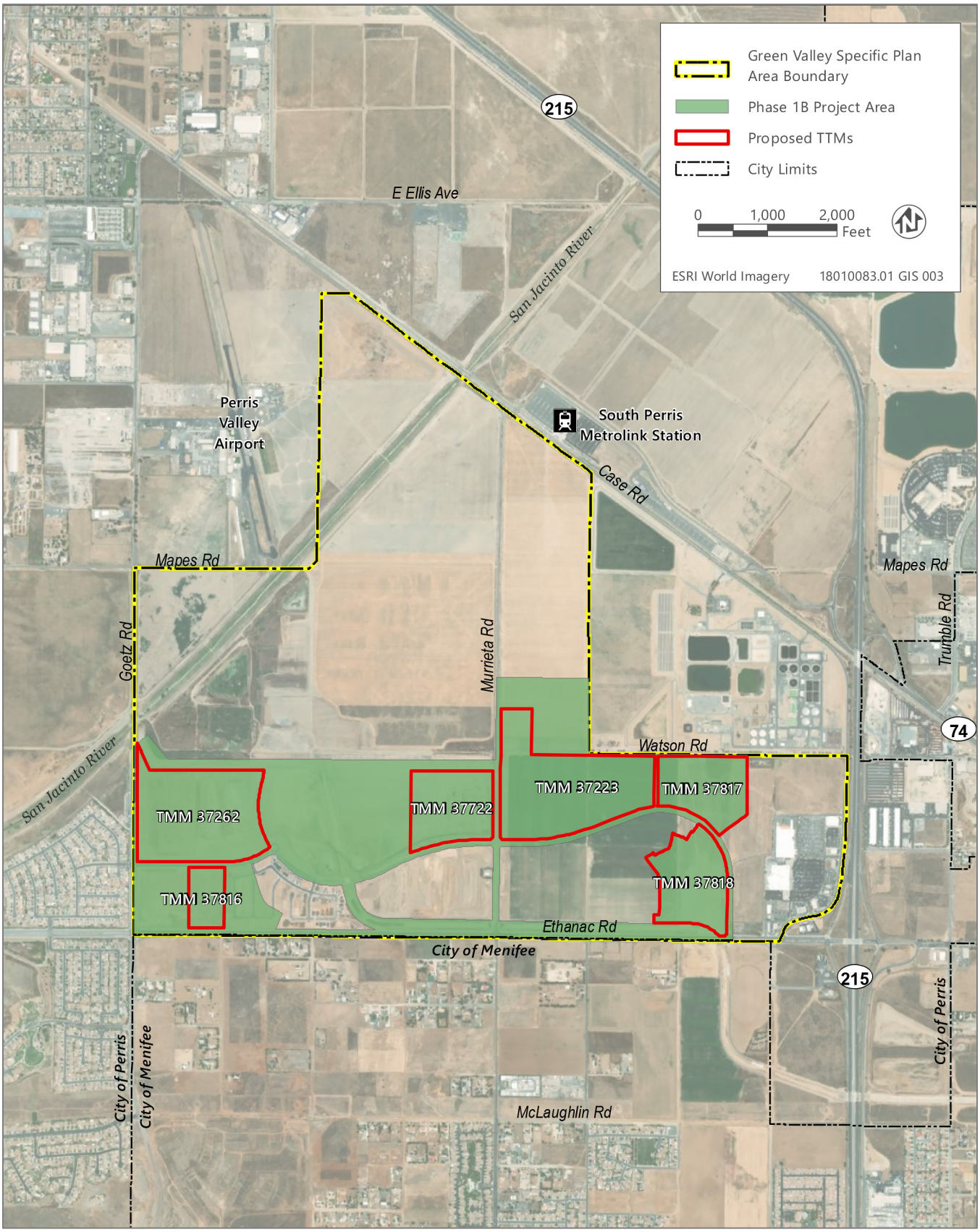
Because proposed updates to the GVSP design guidelines would have a limited effect on most environmental resource areas, this document only addresses any specific effects of the updated guidelines that would result in physical changes to the environment.

At this time, no land use amendments are proposed north of the Phase 1B Project Area (see Figure 2-3b) as there are no specific development proposals for that portion of the GVSP, and a substantial amount of planning will be needed to determine how the remainder of the GVSP's future land uses will need to be modified to achieve consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the Perris Valley Airport Land Use Compatibility Plan (ALUCP), the San Jacinto River Study, the Romoland Master Drainage Plan, floodplain regulations, and SB 330 (concerning changes to existing plans and zones providing for residential development capacity). Given the extensive agency consultations that may be required to develop a set of potentially feasible land use map revisions for consideration, this process may take several more years, during which time, no TTMs will be considered in areas of the GVSP that are not covered under the currently proposed TTMs and Specific Plan amendment until further planning is completed and analyzed, including subsequent environmental review under CEQA to consider whether new or more severe significant impacts would result. At this time, it would be premature to consider making any changes to the northern portion of the GVSP land use map since environmental and economic conditions are likely to change further before any specific development proposals are offered. Therefore, any assumptions about development in the northern portion of the GVSP would be merely hypothetical.

Nonetheless, for the purposes of preparing an adequate cumulative impact analysis in this addendum that covers past, present, and reasonably foreseeable future projects in the area affected by the currently proposed project, some general assumptions have been made about the northern portion of the Specific Plan area, based on future changes to the land use map expected by the Riverside County Airport Land Use Commission, the MSHCP consultation process, and other applicable laws and regulations described above. Those changes include: approximately 155 acres limited to nonresidential uses within ALUCP Zones B1 and C of the 2011 Perris Valley ALUCP (unless Perris Valley Airport ceases activity), 35 acres already dedicated to the City as a Regional Park and approximately 69.9 acres of the San Jacinto River to remain as open space that is undevelopable for residential or commercial/industrial uses, and redesignation of the remaining developable portions of the SPA to higher density residential land uses sufficient to achieve the same residential capacity as the 1990 Specific Plan (max 4,210 units).

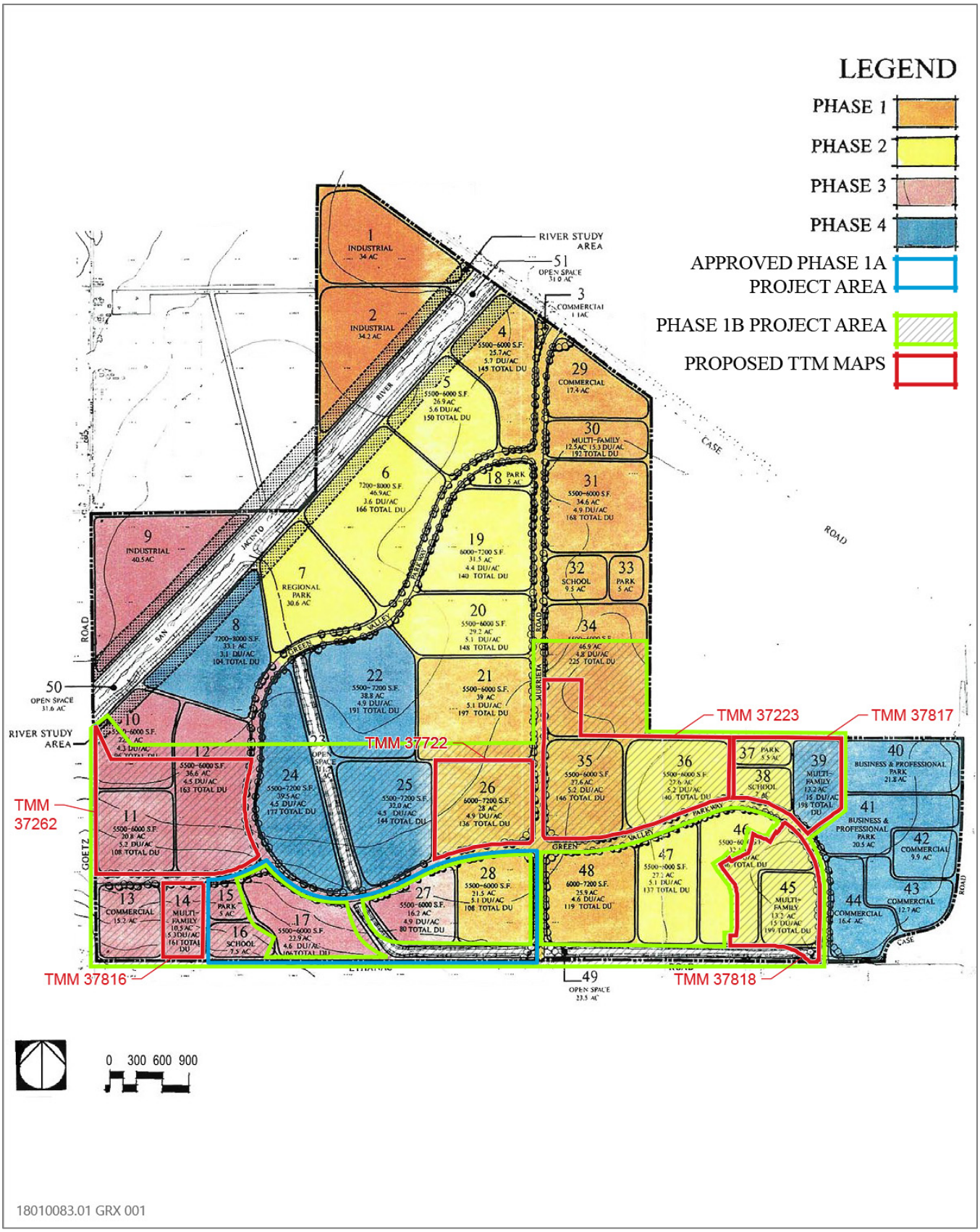
Source: Adapted by Ascent Environmental in 2019

Figure 2-1 Regional Location



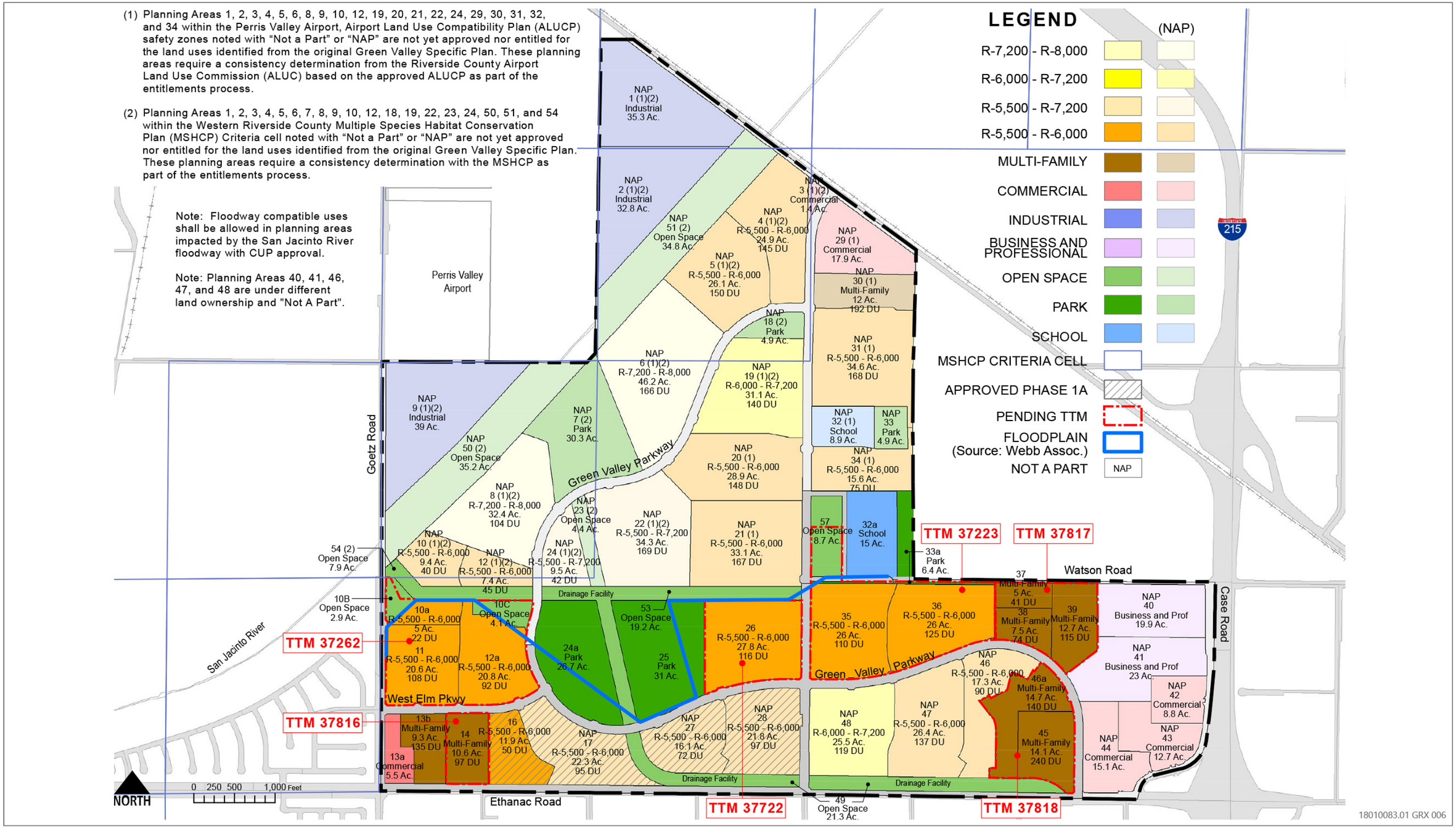
Source: Data provided by Webb in 2020; adapted by Ascent Environmental in 2020

Figure 2-2 Project Location



Source: Image provided by Perris Green Valley Associates in 1990

Figure 2-3a Green Valley Specific Plan – Adopted 1990 Land Use Plan



Source: Image produced and provided by Albert A. Webb Associates in October 2020

Figure 2-3b Green Valley Specific Plan – Land Use Amendments Proposed in 2020

2.1 PROJECT LOCATION

The GVSP area is located within the City of Perris in Riverside County (Figure 2-1). The San Jacinto River crosses the northwest corner of the GVSP area. Interstate 215 (I-215) is immediately adjacent to the GVSP area on its eastern boundary. The northeast boundary of the GVSP is formed by Case Road and the Metrolink 91/Perris Valley rail line, while the south and west boundaries of the GVSP are common to Ethanac Road and Goetz Road, respectively. As shown on Figure 2-2, the GVSP Phase 1B Project Area is located in the southern portion of the GVSP area (Figure 2-3b).

2.2 EXISTING SETTING

The GVSP area is relatively flat and entirely disturbed, supporting active agriculture and ruderal vegetation. Active agricultural disturbance, including plowing and tilling is evident throughout the site. Development within the GVSP includes the existing Perris Crossing Retail Center in the easternmost portion of the GVSP, ongoing grading and stockpiling activities, and access points for the GVSP and buildout of major interior roads. Off-site improvements have been made to Ethanac Road, Elm Parkway, Green Valley Parkway, Murrieta Road, and Goetz Road. The existing conditions of the GVSP Phase 1B Project Area have changed from conditions described in the 1990 EIR. The Phase 1B Project Area includes ongoing stockpiling activities, ongoing construction of the approved Phase 1A project area, access roads, drainage facility improvements (i.e., Phase 1 of an on-site evacuation channel in PA 54 and excavation within a section of the existing Line A drainage infrastructure facility in PA 49), and ongoing construction of the regional park (PA 24a and 25).

2.3 PROJECT OBJECTIVES

Applicable project objectives developed for the 1990 GVSP, 2017 GVSP Addendum, and proposed Phase 1B project are provided below. Note that the strikeout and underlined text in Section 2.3.1 below represent updates made to the 1990 GVSP objectives as part of the 2017 GVSP Addendum.

2.3.1 1990 GVSP Objectives

The objectives of the GVSP, as described in the GVSP Final EIR (City of Perris 1990: pp.3-1 and 3-4) and amended in the 2017 GVSP Addendum, include the following:

- incorporate a multi-use concept which is largely comprised of residential uses, but includes commercial, industrial, open space, and recreational uses;
- respond to a strong market demand for conventional single-family residential housing ~~priced under $100,000, with an increasing demand for move-up housing~~ in the ~~$100,000 to $150,000~~ $300,000 to $400,000 price range;
- provide a diversity of product types intended to stimulate the creation of a planned community for singles and families, both first-time homeowners and move-up buyers;
- take advantage of the site's location with respect to I-215 as easy access would generate a demand for sub-regional commercial and business park uses; and
- take advantage of the site's location with respect to the Metrolink 91/Perris Valley Line service ~~Perris Valley Airport and opportunity for industrial development in the northern portion of the GVSP~~.

2.3.2 Phase 1A Project Specific Objectives

The overall objective for the Phase 1A project adopted in 2017, which is an initial phase of development for the GVSP, was to provide a framework for the development of upscale residential neighborhoods implemented through the TTM process. Additional project objectives included:

- create a flexible distribution of land uses;

- create parks and recreational opportunities consistent with the overall GVSP;
- implement design guidelines to promote thematic entryways and streetscapes to strengthen community image;
- implement the use of wide grassy swales for seasonal drainage during wet periods and landscape swales during dry seasons; and
- create a curvilinear collector circulation system to assist in reducing through traffic speeds, create a hierarchy of function and design, and to create a continually varying streetscape.

2.3.3 Phase 1B Project Specific Objectives

Since the 1990 adoption of the Green Valley Specific Plan there have been numerous changes to State and County laws that affect the project site, including the adoption of California Education Code Section 17215 governing requirements for school siting near an airport, the adoption of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the adoption of the Perris Valley Airport Land Use Compatibility Plan (ALUCP), the San Jacinto River Study, the adoption of the Romoland Master Drainage Plan, and the location of the adjacent Metrolink Station. The southern portion of the Specific Plan area is outside of the MSHCP criteria area (also referred to as Criteria Cells) and contains existing and entitled development and drainage improvements. Three MSHCP Critical Cells overlay the northern portion of the Specific Plan area.

In discussions with the City and primary landowner it was determined that a Specific Plan Amendment should be prepared to update the Plan and part of the Specific Plan land use map to reflect the changes resulting from the new laws, plans, and facilities that affect the development of the Plan area at the same time the TTM applications are considered.

The primary objectives for the proposed Phase 1B project are:

- to provide a framework for the development of residential neighborhoods implemented through the TTM process; and
- incorporate changes in the GVSP land use map resulting from development since 1990 and the laws, plans and requirements described above as applied to the southern portion of the Specific Plan area. These include:
  - Update and adopt PA 16 land use consistent with development approved in 2017 for Phase 1A project area;
  - Adopt the six proposed tract maps and associated land use map changes, because the number of dwelling units proposed for the six tract maps meet the conditions of approval adopted in 2017 for the first two TTMs (Phase 1A Project), which require dedication of land for the construction of the Regional Park (PA 24a and 25);
  - Update and adopt PA 24a and PA 25 land use changes consistent with the adopted Regional Park use within these PAs that will meet the park requirements for the Specific Plan;
  - Adopt the relocated land use for the consolidated school site to meet the school facility requirements for the Specific Plan; and
  - Update and adopt the land use change for the currently built and approved drainage improvements.

Other objectives of the project include:

- providing development setbacks consistent with the San Jacinto River Study.
- avoiding development in Riverside Conservation Critical Habitat Zones.
- strictly adhering to development restrictions of the Perris Valley Airport Land Use Comprehensive Plan (ALUCP).
- meeting school district site requirements for the consolidation of one school within the GVSP (PA 32a) that complies with the Airport ALUCP zones and the Riverside County Critical Habitat Zones.
- Updating land use designation for purpose of retaining the Commercial planning area (PA 13a) and multi-family residential area (PA 13b) located at the intersection of Ethanac Road and Goetz Road.

- updating and enhancing the GVSP Comprehensive Design Guidelines.
- increasing overall park acreage to exceed current park requirements.
- increasing overall Open Space acreage.
- adhering to a comprehensive review process.

2.4 SUMMARY OF PROPOSED CHANGES WITHIN PHASE 1B PROJECT SITE OF THE GVSP

Substantial time has passed since approval of the GVSP. As a result, the applicant has proposed changes to the development pattern and phasing of the GVSP site that reflect current ideas in community design, neighborhood planning, and market demand. Figures 2-3a shows the boundary of the Phase 1B Project Area overlaid onto the conceptual land use plan from the GVSP Final EIR certified in 1990 and Figure 2-3b shows proposed land use amendments to the Phase 1B Project Area (project area). The GVSP Phase 1B project is the second proposed TTM development within the GVSP, with the Phase 1A project being the first TTM development approved in 2017. While the proposed land uses within Phase 1B Project Area are consistent with the types of land uses approved under the GVSP, the total number of units have been reduced for the area of the GVSP currently under consideration (i.e., Phase 1B Project Area) in this application. The conceptual site plan and TTMs for each of the six TTM developments proposed as part of the Phase 1B project are shown in Figures 2-4 through 2-9 (located at end of this chapter).

Proposed changes to land use, zoning, density, and total number of units for the project compared to that which was previously approved under the 1990 GVSP are described below.

The GVSP divides the project area into planning areas (PAs). As shown in Figure 2-3b, the six proposed TTM developments encompass the following PAs within the Phase 1B Project Area: 10a-c, 11, 12a, 14, 26, 35, 36, 37, 38, 39, 45, 46a, and the southern half of PA 57. The remainder of the Phase 1B Project Area include PAs 13a, 13b, 16, 24a, 25, 32a, 33a, 49, 53, 54, and the northern half of PA 57.

Several project-specific technical studies and reports have been prepared for the Phase 1B project. These studies are provided in Appendix E through M of this Addendum and are referenced in the project analysis, as necessary, under applicable resource areas in Chapter 4 of this Addendum.

2.4.1 Changes to Section 2.1: Comprehensive Land Use Plan

The project includes several changes to land uses located in the southern portion of the approved GVSP. Land use changes are compared to the approved 1990 GVSP.

SIX TENTATIVE TRACT MAP (TTM) DEVELOPMENTS

Table 2-1 shows the adopted 1990 GVSP land use summary for the Phase 1B area, Table 2-2 shows the land use summary for the proposed Phase 1B GVSP Amendment, and Table 2-3 summarizes the acreage changes for the proposed Phase 1B Amendment compared to the adopted 1990 GVSP. Residential densities would not exceed 15.3 dwelling units per acre, consistent with the 1990 GVSP, and the residential density within the TTMs currently proposed in the Phase 1B Project Area would be 6.5 dwelling units per acre.

The 1990 GVSP stipulates that total number of dwelling units allowed within each planning area can exceed that allowed by the Specific Plan Statistical Summary by up to 10 percent provided the cumulative total of 4,210 dwelling units within the GVSP is not exceeded (see Table 2-1 of the 1990 GVSP for statistical summary of the entire GVSP and Table 2-2 below for statistical summary of the Phase 1B Project Area). As shown in the tables below, there would be a slight decrease of approximately six percent in the number of dwelling units proposed within the Phase 1B Project Area compared to the total number of units that could have been built in this area under the 1990 GVSP. As a result, the overall cumulative number of dwelling units approved for the GVSP (i.e., 4,210) would not be exceeded. There are

no current specific proposals to change the land use designations in the rest of the GVSP area to recoup the number of dwelling units in the rest of the GVSP area, because of the substantial amount of planning and coordination that will be needed to design a proposed amended land use map that accounts for the development restrictions imposed because of school siting near an airport, the MSHCP, the Perris Valley ALUCP, the San Jacinto River Study, and the adoption of the Romoland Master Drainage Plan, while also increasing the residential capacity of the remaining developable land to recoup the number of units allowed in the GVSP. The City could consider adding a condition of approval or policy to the GVSP with this project to implement that goal in the future.

Table 2-1 1990 Adopted GVSP Land Use Summary (Six Proposed Tentative Tract Maps)

Land Use	Gross Area (Acres)	% of Site	Dwelling Units per Acre (du/ac)	Total # of DU's[1]	Projected Population Under Approved GVSP (1990)[2]	Projected Population Using 2010 Data for Persons Per Household[3]
TTM 37262						
PA 10-Residential (5,500-6,000 S.F.)	7.2	3.6	4.3	31	93	128.96
PA 11 -Residential (5,500-6,000 S.F.)	20.8	10.3	5.2	108	324	449.28
PA 12-Residential (5,500-6,000 S.F.)	24.7	12.2	4.5	111	333	461.76
TTM 37816						
PA 14-Multi Family	10.6	5.2	15.3	162	486	673.92
TTM 37722						
PA 26-Residential (6,600-7,200 S.F.)	27.8	13.7	4.9	136	408	565.76
TTM 37223						
PA 35--Residential (5,500-6,000 S.F.)	26.0	12.8	5.6	146	438	607.36
PA 36--Residential (5,500-6,000 S.F.)	26.0	12.8	5.4	140	420	582.4
PA 57 NA (part of PA 34)	5.3	2.6	NA	NA	NA	NA
TTM 37817						
PA 37 Parks	5.0	2.5	NA	NA	NA	NA
PA 38- Schools	7.5	3.7	NA	NA	NA	NA
PA 39- Multi Family	12.7	6.3	15.0	191	573	794.56
TTM 37818						
PA 45- Multi Family	14.1	7.0	15.1	213	639	886.08
PA 46- -Residential (5,500-6,000 S.F.)	14.7	7.3	5.2	76	228	316.16
Total Green Valley Phase 1B	**202.4**	**100.0**	**6.5**	**1,314**	**3,942**	**5,466.24**

[1] Actual density in each planning area may vary above or below the average and are transferable between like land use planning areas, provided the total allowable dwelling unit tabulation is not exceeded. Residential densities shall not exceed 15.3 dwelling units per acre.

[2] Population calculated using an estimated occupancy rate of 3 persons per 5,500 sf dwelling unit (GVSP Final EIR 1990: p. 4-60)

[3] Population calculated based on 2010 average of 4.16 persons per household in City of Perris (City of Perris 2014-2021 Housing Element, 2013).

Table 2-2 Proposed 2020 GVSP SPA Land Use Summary (Six Proposed Tentative Tract Maps)

Land Use	Gross Area (Acres)	% of Site	Dwelling Units per Acre (du/ac)	Total # of DU's[1]	Projected Population Under Approved GVSP (1990)[2]	Projected Population Using 2010 Data for Persons Per Household[3]
TTM 37262						
PA 10a-Residential (5,500-6,000 S.F.)	5.0	2.5	3.8	19	57	79.04
PA 10b (partial) Open Space	2.2	1.1	NA	NA	NA	NA
PA 10c Open space (detention basin)	4.1	2.0	NA	NA	NA	NA
PA 11 -Residential (5,500-6,000 S.F.)	20.6	10.2	4.5	93	279	386.88
PA 12a-Residential (5,500-6,000 S.F.)	20.8	10.3	3.8	79	237	328.64
TTM 37816						
PA 14-Multi Family	10.6	5.2	9.2	97	291	403.52
TTM 37722						
PA 26-Residential (5,500-6,000 S.F.)	27.8	13.7	4.2	116	348	482.56
TTM 37223						
PA 35--Residential (5,500-6,000 S.F.)	26.0	12.8	4.2	110	330	457.60
PA 36--Residential (5,500-6,000 S.F.)	26.0	12.8	4.8	125	375	520.00
PA 57 (partial) Open Space (detention basin)	5.3	2.6	NA	NA	NA	NA
TTM 37817						
PA 37 Multi Family	5.0	2.5	8.2	41	123	170.56
PA 38-Multi Family	7.5	3.7	9.7	73	219	303.68
PA 39- Multi Family	12.7	6.3	8.9	113	339	470.08
TTM 37818						
PA 45- Multi Family	14.1	7.0	16.7	236	708	981.76
PA 46a- Multi Family	14.7	7.3	9.4	138	414	574.08
Total Green Valley Phase 1B	**202.4**	**100.0**	**6.1**	**1,240**	**3,720**	**5,158.40**

[1] Actual density in each planning area may vary above or below the average and are transferable between like land use planning areas, provided the total allowable dwelling unit tabulation is not exceeded. Residential densities shall not exceed 15.3 dwelling units per acre.

[2] Population calculated using an estimated occupancy rate of 3 persons per 5,500 sf dwelling unit (GVSP Final EIR 1990: p. 4-60)

[3] Population calculated based on 2010 average of 4.16 persons per household in City of Perris (City of Perris 2014-2021 Housing Element, 2013).

OTHER LAND USES CHANGES PROPOSED WITHIN PHASE 1B PROJECT AREA

The second component of the Phase 1B project is amending other land uses (outside of the six proposed TTMs) located within the GVSP Phase 1B Project Area. These land use changes are described below.

Commercial (PA 13a) and Multi-Family (PA 13b)

As part of the Phase 1B project, a 5.5-acre commercial planning area is proposed within PA 13a and a 9.3-acre multi-family planning area is proposed in PA 13b. Both of these sites were approved for Commercial land uses in 1990. Development applications for these PA's have not yet been submitted. However, it is anticipated that uses within this area would include cafes, restaurants, and retail shops in PA 13a and multi-family uses in PA 13b would allow a maximum of 135 dwelling units. The land use change is analyzed programmatically as part of this Addendum and project buildout of these areas would be analyzed in a later phase of development.

School (PA 32a)

Under the approved 1990 GVSP, 24 acres for three school sites were approved. Since then, the School District's site requirements have called for the consolidation of one school within the GVSP to be located on 15 acres just north of Watson Road (shown as PA 32a in Figure 2-3b); the new site would comply with California Education Code Section 17215 governing requirements for school siting (adopted after the GVSP was approved). Buildout of the school site would be analyzed in a later phase of development.

Parks (PA 33a)

6.4 acres of Park (PA 33a) is proposed east of the school site within the Phase 1B Project Area. This area, along with the school site were designated as Residential (5,500-6,000 S.F.) in the 1990 GVSP.

Open Space (PA 57)

8.7 acres of Open Space (PA 57) is proposed west of the school site within the Phase 1B Project Area. The southern 5.3 acres of PA 57 will be utilized as a detention basin for TTM 37223. This area was designated as Residential (5,500-6,000 S.F.) in the 1990 GVSP.

Approved Development Land Uses to be Updated (PA 16, 24a, 25, 49, 53, 54)

As part of the project, the land uses for some GVSP PAs that contain previously approved development need to be updated on the GVSP land use map for consistency with their approved land use. These are PA 16 (a portion of the Phase 1A project area that requires the land use to be updated), PA 24a and 25 (a regional park), and PA 49, 54, and buildout of Phase 2 of the evacuation channel is anticipated in PA 53 (drainage facility areas). Because approvals for these developments have been completed, these land use updates will be primarily discussed within the Land Use section of Chapter 4.

Table 2-3 below shows the net change of all land use changes proposed within the Phase 1B Project Area.

Table 2-3 Summary of Proposed Acreage by Designated Land Use Type Changes in Acres (Phase 1B Area)

	Approved 1990 GVSP[1]	Phase 1B GVSP Project	Difference
Single-Family Residential	253.8	138	- 115.7
Multi- Family Residential	37.4	73.8	+36.4
Commercial	14.8	5.5	- 9.3
Open Space	29.5	64	+34.5
Parks	12	64.1	+ 52.1
Schools	13	15	+2
Total Acreage	**360.5**	**360.5**	NA

2.4.2 Changes to Section 2.2: Phasing Plan

The Phase 1B Project Area is located in areas that were planned for buildout during Phase 1 through 4 of development in the 1990 GVSP. Under the revised phasing plan, the Phase 1B Project Area would occur primarily within the first phase of GVSP development, located in the southern half of the GVSP.

2.4.3 Changes to Section 3: Specific Plan Zoning

Specific plan zoning within the Phase 1B Project Area would not change for PAs 14, 39, and 45, with the land use category of multi-family, and for PAs 10a, 11, 12a, 35 and 36 with land use category of single-family residential 5,500 – 6,000 (R-5,500 – 6,000).

Approved zoning of Schools for PA 38 would change to multi-family and approved single-family R-5,500 – 6,000 zoning for PA 46a would change to multi-family. Approved zoning for Residential 6,600 – 7.200 (R-6,600 – 7,200) for PA 26 would change to single-family R-5,500 – 6,000 Residential.

PA 57 would be created from a portion of PA 34 zoned R-5,500 – 6,000 and would be zoned Open Space (OS). The school site In PA 32 would also be created from a portion of PA 34, as is the Park in Planning Area 33a.

2.5 PHASE 1B SCHEDULE, CONSTRUCTION WORKERS, AND EQUIPMENT

Construction is anticipated to occur between 7 a.m. and 6 p.m., Monday through Friday. Night and weekend construction is not proposed.

Timing of construction of the project would be affected by the entitlement process, market demand, and other factors. For the purposes of this analysis, construction is assumed to begin in spring of 2021 and be completed by fall of 2025. The Phase 1B project would be developed in three phases with two tracts under construction at one time.

PHASE 1- TTMs 37223 and 37816: Construction would take place in PAs 35, 36, 57, and 14 and would cover approximately 68 acres of the project site. Activities would include initial site preparation (grubbing, clearing, and grading) over a 16-month period, followed by infrastructure development over a 6-month period, and then construction of 235 single family residences and 97 multi-family residences over approximately a two-year period.

PHASE 2- TTMs 37262 and 37817: Construction would take place in PAs 10a, 10b, 10c, 11, 12a, 37, 38, and 39 and would cover approximately 80 acres of the project site. Activities would include initial site preparation (grubbing, clearing, and grading) over a 16-month period, followed by infrastructure development over a 6-month period, and then construction of 191 single family residences and 227 multi-family residences over approximately a two-year period.

PHASE 3- TTMs 37722 and 37818: Construction would take place in PAs 26, 45, and 46a and would cover approximately 57 acres of the project site. Activities would include initial site preparation (grubbing, clearing, and grading) over a 16-month period, followed by infrastructure development over a 6-month period, and then construction of 116 single family residences and 374 multi-family residences over approximately a two-year period.

It is anticipated that construction phases would overlap and construction of the entire Phase 1B project would last approximately 4.5 years. During site preparation and grading, worker trips are estimated to be twenty per day and total hauling trips would be 130,525. During the road paving and building construction worker trips are estimated to be 715 per day, and the architectural coating portion of the construction project would generate approximately 140 trips per day.

Construction equipment would include a variety of standard construction equipment including grader, dozer, excavators, tractors/loaders/backhoes, scrapers, a crane, forklifts, pavers, rollers, a generator set, a welder, an air compressor, a boring jack power unit. No pile driving or other intense vibratory activities would occur at the site.

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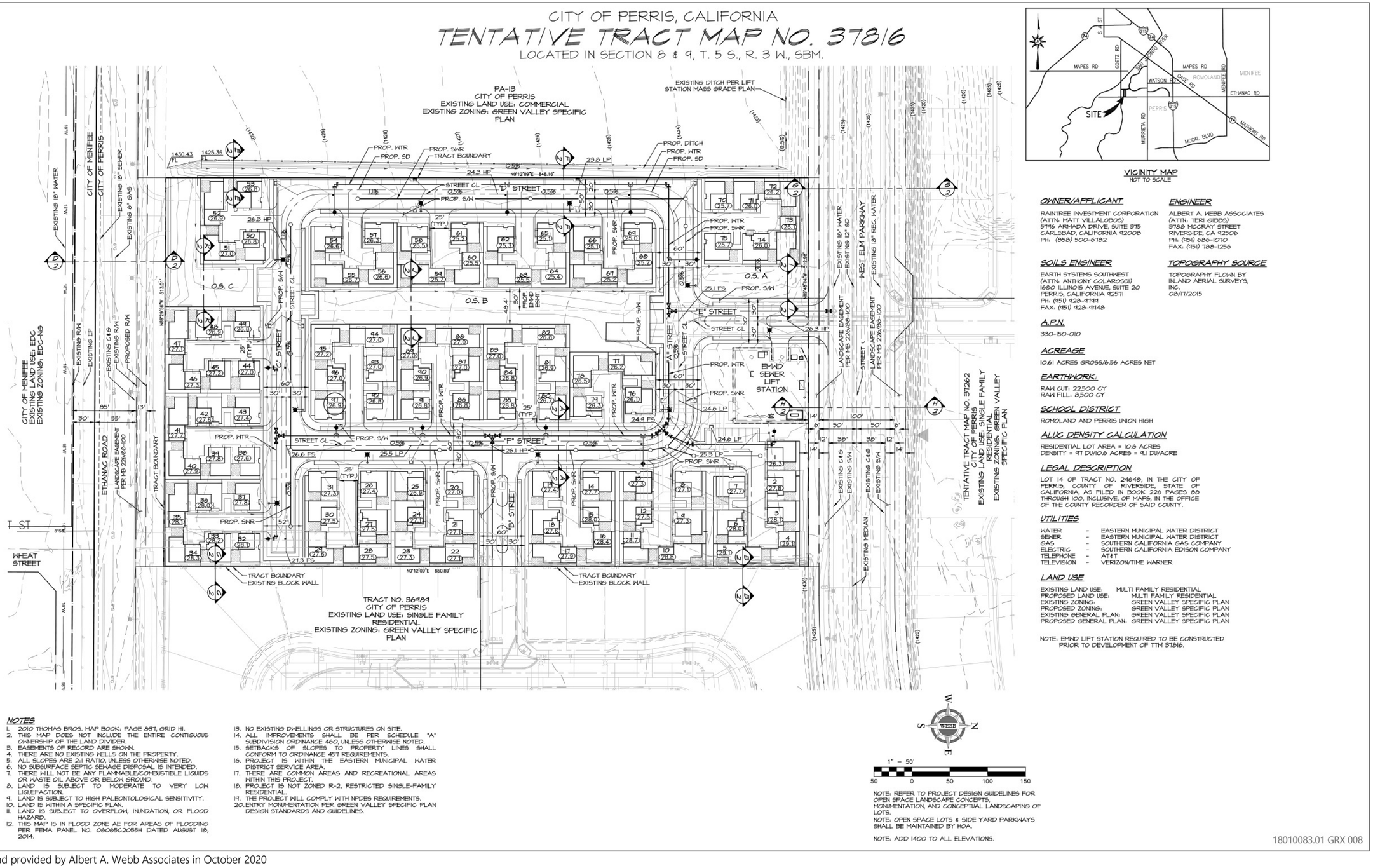

VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT

RAINTREE INVESTMENT CORPORATION
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5746 ARMADA DRIVE, SUITE 375
CARLSBAD, CALIFORNIA 92008
PH: (858) 500-6782

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FAX: (951) 928-4948

TOPOGRAPHY SOURCE

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08/17/2015

A.P.N.

330-150-010

ACREAGE

10.61 ACRES GROSS/6.56 ACRES NET

EARTHWORK:

RAW CUT: 22500 CY
RAW FILL: 8500 CY

SCHOOL DISTRICT

ROMOLAND AND PERRIS UNION HIGH

AUC DENSITY CALCULATION

RESIDENTIAL LOT AREA = 10.6 ACRES
DENSITY = 97 DU/10.6 ACRES = 9.1 DU/ACRE

LEGAL DESCRIPTION

LOT 14 OF TRACT NO. 24648, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 226 PAGES 88 THROUGH 100, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

UTILITIES

WATER	-	EASTERN MUNICIPAL WATER DISTRICT
SEWER	-	EASTERN MUNICIPAL WATER DISTRICT
GAS	-	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	-	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE	-	AT&T
TELEVISION	-	VERIZON/TIME WARNER

LAND USE

EXISTING LAND USE:	MULTI FAMILY RESIDENTIAL
PROPOSED LAND USE:	MULTI FAMILY RESIDENTIAL
EXISTING ZONING:	GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING:	GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN

NOTE: EMWD LIFT STATION REQUIRED TO BE CONSTRUCTED PRIOR TO DEVELOPMENT OF TTM 37816.

NOTES

1. 2010 THOMAS BROS. MAP BOOK: PAGE 837, GRID H1.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
6. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2055H DATED AUGUST 18, 2014.
13. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
14. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
15. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
16. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
17. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
18. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
19. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
20. ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

NOTE: REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION, AND CONCEPTUAL LANDSCAPING OF LOTS.

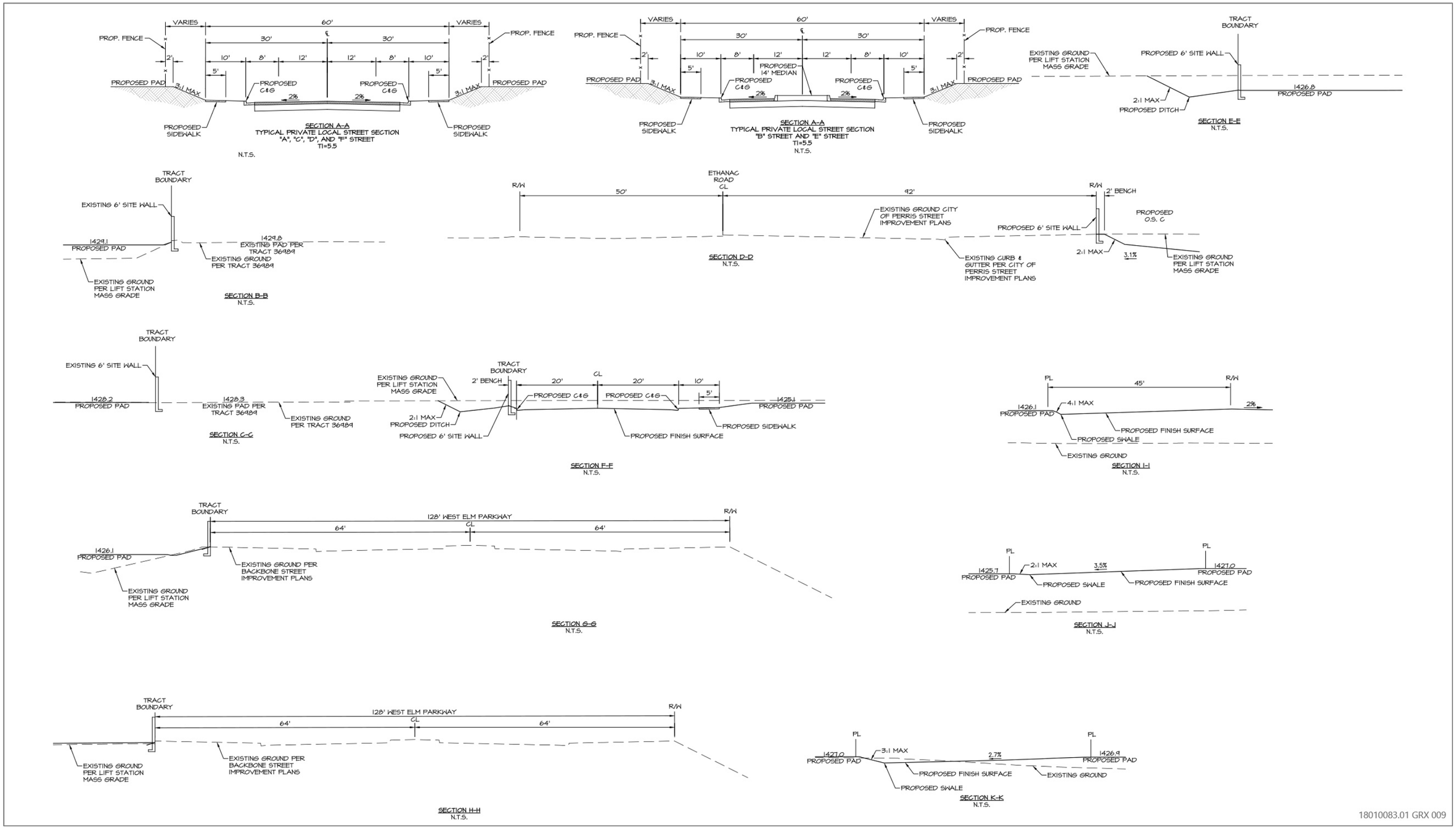
NOTE: OPEN SPACE LOTS & SIDE YARD PARKWAYS SHALL BE MAINTAINED BY HOA.

NOTE: ADD 1400 TO ALL ELEVATIONS.

18010083.01 GRX 008

Source: Image produced and provided by Albert A. Webb Associates in October 2020

Figure 2-4a TTM 37816: Site Plan and Conceptual Grading



18010083.01 GRX 009

Source: Image produced and provided by Albert A. Webb Associates in 2020

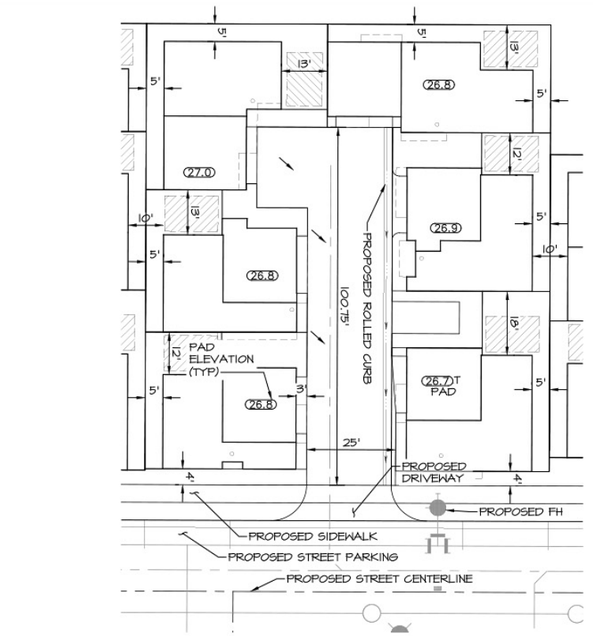
Figure 2-4b TTM 37816: Site Plan and Conceptual Grading Sections

Source: Image produced and provided by Albert A. Webb Associates in 2020

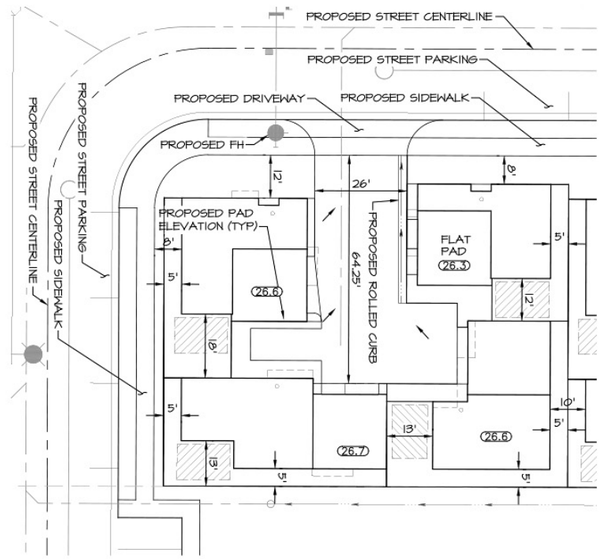
Figure 2-4c TTM 37816: Site Plan and Conceptual Grading Lot Dimensions

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
1	1796	39	46	84%
2	1797	39	46	84%
3	1749	35–45	14–46	86%
4	2027	18–47	20–51	87%
5	1879	18–63	29–30	110%
6	1983	45	44	96%
7	1591	16–44	20–44	119%
8	1817	16–51	19–43	104%
9	1983	45	44	96%
10	1885	18–63	29–30	109%
11	1980	16–47	28–51	89%
12	1755	35–40	14–46	86%
13	1752	39	46	86%
14	1752	39	46	86%
15	1755	35–40	14–46	86%
16	1981	16–47	23–51	89%
17	1886	18–63	29–30	109%
18	1983	45	44	96%
19	1817	16–51	19–43	104%
20	1792	16–51	25–43	106%
21	1986	45–46	44	95%
22	1883	18–63	29–30	109%
23	2029	16–46	20–51	87%
24	1755	35–40	14–46	86%
25	1752	39	46	86%
26	1816	25–43	16–50	104%
27	1986	45–46	44	95%
28	1883	18–63	29–30	109%
29	2029	16–47	20–51	87%
30	1755	35–40	14–46	86%
31	1727	39	46	87%
32	1799	38–39	47	83%
33	1799	35–40	32–47	83%
34	2179	18–49	32–52	81%
35	1969	18–63	31–32	105%
36	1986	44–46	44	95%
37	1817	16–50	19–43	104%
38	1799	38–39	47	83%
39	1799	35–40	32–47	83%
40	2179	18–49	32–52	81%
41	1969	18–63	31–32	105%
42	1986	44–46	44	95%
43	1817	16–50	19–43	104%
44	1799	38–39	47	83%
45	1799	35–40	32–47	83%
46	2179	18–49	32–52	81%
47	1969	18–63	31–32	105%
48	1986	44–46	44	95%

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
49	1817	16–50	19–43	104%
50	1669	33–38	31–45	90%
51	2034	18–47	20–51	87%
52	1882	21–63	29–30	109%
53	1791	16–51	19–42	106%
54	1790	16–51	25–42	106%
55	1882	21–63	29–30	109%
56	2028	16–46	20–51	87%
57	1686	14–46	34–38	89%
58	1790	16–51	25–42	106%
59	1882	21–63	29–30	109%
60	2028	16–46	20–51	87%
61	1686	14–46	34–38	89%
62	1790	16–51	25–42	106%
63	1882	21–63	29–30	109%
64	2028	16–46	20–51	87%
65	1686	14–46	34–38	89%
66	1790	16–51	25–42	106%
67	1882	21–63	29–30	109%
68	2028	16–46	20–51	87%
69	1651	34–39	14–44	91%
70	1753	38–39	46	86%
71	1755	35–40	14–46	86%
72	2027	16–47	20–51	87%
73	1885	18–63	29–30	109%
74	1983	45	44	96%
75	1818	16–51	19–43	104%
76	1765	16–51	19–42	107%
77	1885	18–63	29–30	109%
78	2028	16–47	20–51	87%
79	1686	34–39	28–45	89%
80	1817	16–47	25–43	104%
81	1986	45–46	42–44	95%
82	1882	21–63	29–30	109%
83	2028	16–46	20–51	87%
84	1753	35–40	14–46	86%
85	1752	38–39	46	86%
86	1817	16–47	25–43	104%
87	1994	45–46	42–44	95%
88	1875	18–63	29–30	110%
89	2028	16–46	20–51	87%
90	1753	35–40	14–46	86%
91	1752	38–39	46	86%
92	1817	16–47	25–43	104%
93	1994	45–46	42–44	95%
94	1875	18–63	29–30	110%
95	2028	16–47	20–51	87%
96	1755	35–40	14–46	86%
97	1727	38–39	41–46	87%



TYPICAL 6-LOT CLUSTER DETAIL
1" = 20'

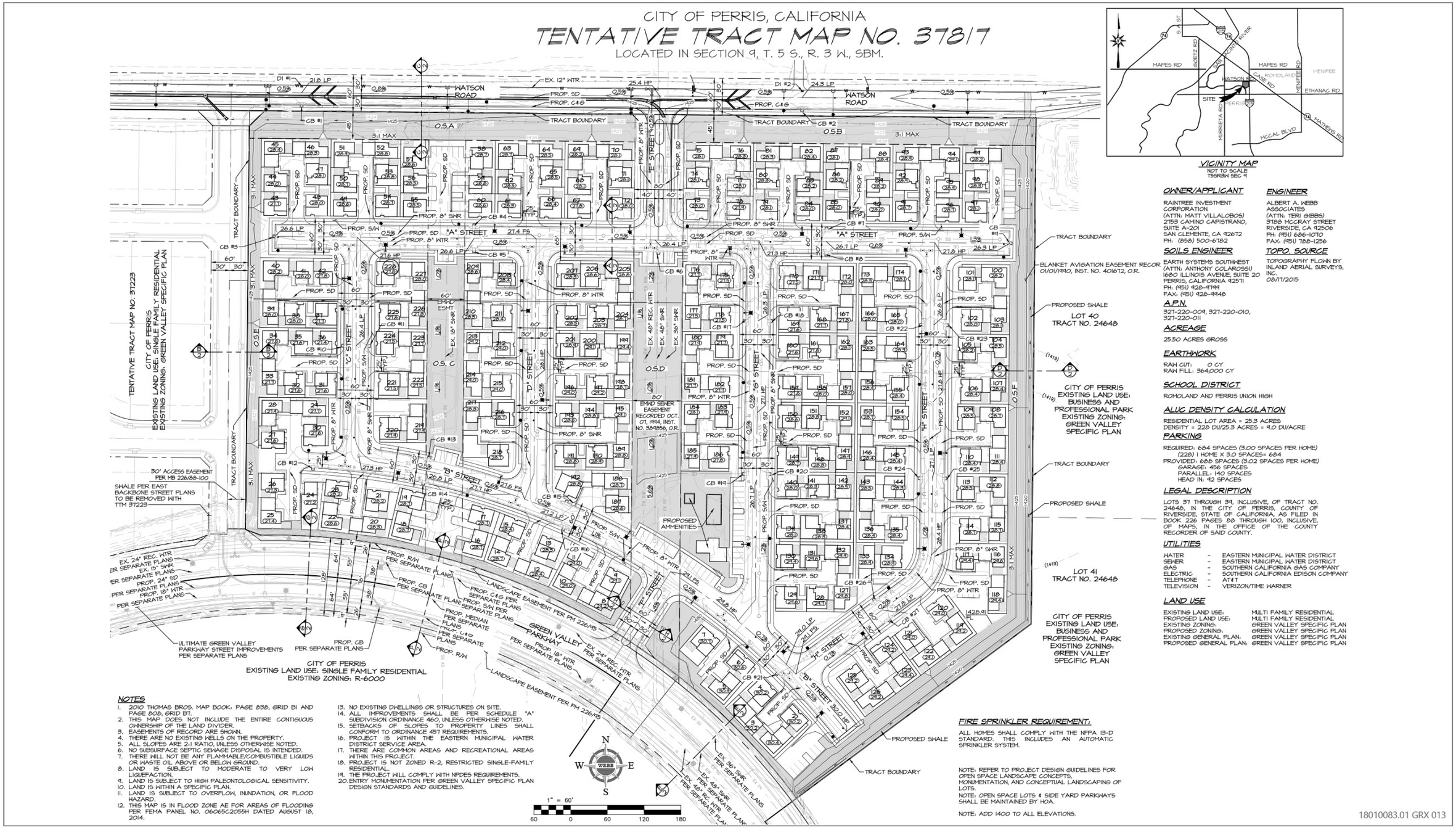


TYPICAL 4-LOT CLUSTER DETAIL
1" = 20'

18010083.01 GRX 011

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-4d TTM 37816: Site Plan and Conceptual Grading Lot Tables and Details



VICINITY MAP
NOT TO SCALE
T5SR3W SEC 9

OWNER/APPLICANT
RAINTREE INVESTMENT CORPORATION
(ATTN: MATT VILLALOBOS)
2733 CAMINO CAPISTRANO, SUITE A-201
SAN CLEMENTE, CA 92672
PH: (858) 500-6782

ENGINEER
ALBERT A. WEBB ASSOCIATES
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3788 MCCRAY STREET
RIVERSIDE, CA 92506
PH: (951) 686-1070
FAX: (951) 788-1256

SOILS ENGINEER
EARTH SYSTEMS SOUTHWEST
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PH: (951) 928-4799
FAX: (951) 928-4948

TOPO. SOURCE
TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
08/11/2015

A.P.N.
321-220-009, 321-220-010, 321-220-011

ACREAGE
25.50 ACRES GROSS

EARTHWORK
RAW CUT: 0 CY
RAW FILL: 364,000 CY

SCHOOL DISTRICT
ROMOLAND AND PERRIS UNION HIGH

ALUC DENSITY CALCULATION
RESIDENTIAL LOT AREA = 25.3 ACRES
DENSITY = 228 DU/25.3 ACRES = 9.0 DU/ACRE

PARKING
REQUIRED: 684 SPACES (3.00 SPACES PER HOME)
(228) 1 HOME X 3.0 SPACES= 684
PROVIDED: 688 SPACES (3.02 SPACES PER HOME)
GARAGE: 456 SPACES
PARALLEL: 140 SPACES
HEAD IN: 92 SPACES

LEGAL DESCRIPTION
LOTS 37 THROUGH 39, INCLUSIVE, OF TRACT NO. 24648, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 226 PAGES 88 THROUGH 100, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

UTILITIES

WATER	-	EASTERN MUNICIPAL WATER DISTRICT
SEWER	-	EASTERN MUNICIPAL WATER DISTRICT
GAS	-	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	-	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE	-	AT&T
TELEVISION	-	VERIZON/TIME WARNER

LAND USE

EXISTING LAND USE:	MULTI FAMILY RESIDENTIAL
PROPOSED LAND USE:	MULTI FAMILY RESIDENTIAL
EXISTING ZONING:	GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING:	GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN

NOTES
1. 2010 THOMAS BROS. MAP BOOK: PAGE 838, GRID B1 AND PAGE 808, GRID B7.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
6. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2055H DATED AUGUST 18, 2014.
13. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
14. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
15. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
16. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
17. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
18. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
19. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
20. ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

FIRE SPRINKLER REQUIREMENT:
ALL HOMES SHALL COMPLY WITH THE NFPA 13-D STANDARD. THIS INCLUDES AN AUTOMATIC SPRINKLER SYSTEM.

NOTE: REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION, AND CONCEPTUAL LANDSCAPING OF LOTS.

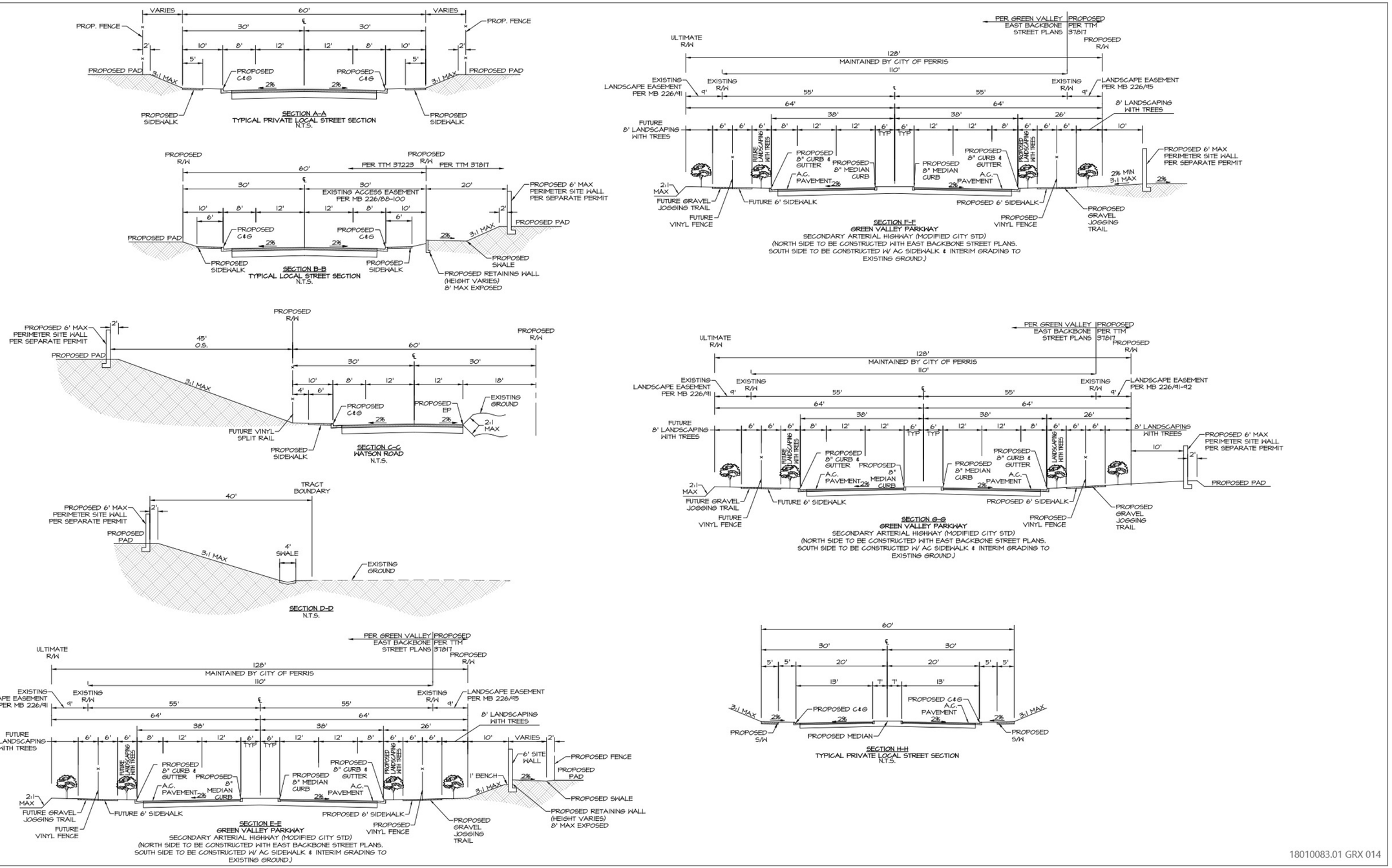
NOTE: OPEN SPACE LOTS & SIDE YARD PARKWAYS SHALL BE MAINTAINED BY HOA.

NOTE: ADD 1400 TO ALL ELEVATIONS.

18010083.01 GRX 013

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-5a TTM 37817: Site Plan and Conceptual Grading



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-5b TTM 37817: Site Plan and Conceptual Grading Sections

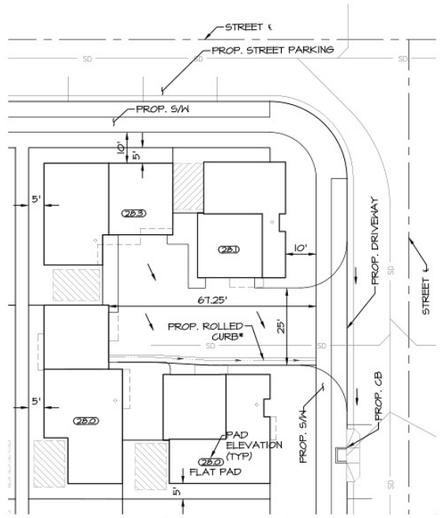
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-5c TTM 37817: Site Plan and Conceptual Grading Lot Dimensions

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
1	1988	26–47	28–51	58%
2	1595	32–37	28–45	64%
3	1830	44–63	26–29	69%
4	2098	48	43–44	56%
5	2194	21–47	37–56	53%
6	1893	30–31	54–58	54%
7	2439	55	43–44	49%
8	2082	44–63	26–30	56%
9	1703	44–45	43–46	60%
10	1987	26–47	28–51	64%
11	1594	32–37	28–45	74%
12	1934	48–63	29–31	66%
13	2315	44–53	38–48	51%
14	2039	29–46	23–51	57%
15	1728	32–37	23–41	59%
16	1925	16–51	24–51	60%
17	1522	29–37	24–47	67%
18	1935	24–47	28–51	60%
19	1540	29–37	28–45	66%
20	1928	47–64	26–31	66%
21	2314	45–49	47–54	51%
22	1989	26–47	28–51	58%
23	1594	32	28–45	64%
24	2503	78–79	27–36	51%
25	1911	48	43–44	61%
26	1757	52–53	29–40	58%
27	1596	32–37	28–45	64%
28	1980	29–47	28–51	58%
29	2219	62–63	29–40	57%
30	1764	44–48	19–43	67%
31	1967	39–51	24–43	60%
32	1762	37–45	19–43	67%
33	2134	25–63	29–40	59%
34	1980	29–46	28–51	58%
35	1755	35–40	28–46	58%
36	1771	39	46	58%
37	1967	39–51	24–43	60%
38	1762	37–45	19–43	67%
39	2134	25–63	29–40	59%
40	1980	29–46	28–51	58%
41	1755	35–40	28–46	58%
42	1746	34–39	41–46	59%
43	1771	39	46	58%
44	1755	35–40	28–46	58%
45	1981	29–47	28–51	58%
46	2134	25–63	29–40	59%
47	1705	34–44	19–43	57%
48	2025	39–41	24–43	59%
49	1771	39	46	58%
50	1755	35–40	28–46	58%
51	1981	29–47	28–51	58%
52	2134	25–63	29–40	59%
53	1705	34–44	19–43	57%
54	2024	39–41	24–43	59%
55	1776	39	46	58%
56	1844	32–42	43–46	55%
57	1992	44–47	43	58%
58	1991	45–47	43	58%
59	1849	35–40	43–46	55%
60	1778	39	46	57%
61	1771	39	46	58%
62	1755	35–40	28–46	58%
63	1980	29–45	28–51	58%
64	2133	25–63	29–40	59%
65	1705	34–44	19–43	70%
66	2024	39–51	24–43	59%
67	1771	39	46	58%
68	1755	35–40	28–46	58%
69	1981	29–45	28–51	58%
70	2134	25–63	29–40	59%
71	1705	34–44	19–43	57%
72	2024	39–51	24–43	59%
73	1967	39–51	24–43	60%
74	1762	37–45	24–44	55%
75	2134	25–63	29–40	59%
76	2028	29–46	28–51	57%
77	1755	35–40	35–40	58%

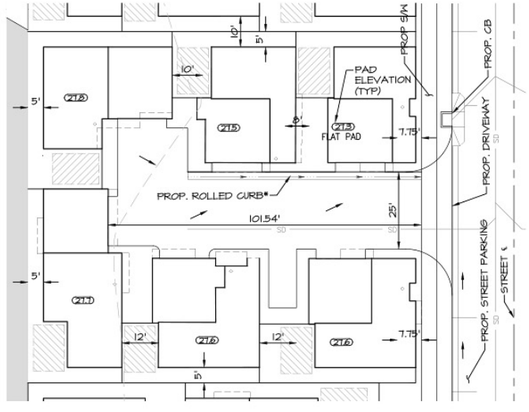
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
78	1771	39	45–46	58%
79	1967	39–51	24–43	60%
80	1762	37–45	24–44	55%
81	2134	25–63	29–40	59%
82	2028	29–46	28–51	57%
83	1755	35–40	35–40	58%
84	1771	39	45–46	58%
85	1967	39–51	24–43	60%
86	1762	37–45	24–44	55%
87	2134	25–63	29–40	59%
88	2028	29–46	28–51	57%
89	1755	35–40	35–40	58%
90	1771	39	45–46	58%
91	1967	39–51	24–43	60%
92	1762	37–45	24–44	55%
93	2134	25–63	29–40	59%
94	2028	29–46	28–51	57%
95	1755	35–40	35–40	58%
96	1771	39	45–46	58%
97	2044	38–51	24–43	58%
98	1983	44	44	49%
99	1830	44–63	26–30	69%
100	2034	29–47	31–51	57%
101	1566	32–37	31–46	65%
102	1761	48	43–44	67%
103	2224	25–63	29–43	57%
104	2034	29–47	31–51	57%
105	1566	32–37	31–46	65%
106	2100	48	43–44	56%
107	1885	25–63	29–43	67%
108	2033	29–47	31–51	57%
109	1566	32–37	31–46	65%
110	1761	48	43–44	67%
111	2224	25–63	29–43	57%
112	2034	29–47	31–51	57%
113	1566	32–37	31–46	65%
114	1761	48	43–44	67%
115	2224	25–63	29–43	57%
116	2036	26–30	28–51	57%
117	1595	32–37	28–45	64%
118	1875	60–63	26–31	68%
119	1980	26–47	28–51	52%
120	1595	32–37	28–45	73%
121	1761	48	43–44	67%
122	2169	25–63	26–43	59%
123	1987	26–47	28–51	58%
124	1568	32–37	28–45	65%
125	1761	48	43–44	67%
126	2169	25–63	26–43	59%
127	2294	29–46	25–52	55%
128	1734	34–45	19–44	56%
129	2045	38–51	24–43	58%
130	1774	39	46	58%
131	1753	35–40	28–46	58%
132	1981	29–47	28–51	58%
133	2108	43	46	48%
134	1956	44	43–44	52%
135	1591	32–36	31–46	74%
136	2260	30–51	31–51	56%
137	1988	26–47	28–51	64%
138	1755	35–40	28–46	55%
139	1771	39	45–46	67%
140	2023	39–51	24–43	51%
141	1702	44–45	25–43	68%
142	2082	25–63	26–40	56%
143	2439	25–63	30–48	47%
144	1759	44–48	19–43	58%
145	1760	35–48	19–43	67%
146	2438	25–63	30–48	52%
147	2132	25–63	29–40	60%
148	1705	34–45	19–43	57%
149	2023	39–51	24–43	59%
150	1763	39	46	58%
151	1747	35–40	28–45	66%
152	1978	29–47	28–51	58%
153	2210	30–51	28–51	52%
154	1602	32–37	28–46	64%

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
155	1590	32–36	31–46	75%
156	2260	30–51	31–51	56%
157	1988	26–47	28–51	64%
158	1754	35–40	28–46	55%
159	1770	39	45–46	67%
160	2024	39–51	24–43	51%
161	1701	44–45	25–43	68%
162	2082	25–63	26–40	56%
163	2439	25–63	30–48	47%
164	1760	44–48	19–43	58%
165	1759	35–48	19–43	67%
166	2493	25–63	30–48	51%
167	2134	25–63	29–40	59%
168	1705	34–45	19–43	57%
169	2024	39–51	24–43	59%
170	1771	39	46	58%
171	1755	35–40	28–45	66%
172	1980	29–47	28–51	58%
173	2253	30–51	28–51	51%
174	1589	32–37	31–45	64%
175	1589	32–37	31–45	64%
176	2034	29–47	31–51	57%
177	2219	25–63	29–43	57%
178	1763	35–48	19–43	67%
179	1566	32–37	31–45	65%
180	2034	29–47	31–51	57%
181	2223	25–63	29–43	57%
182	1759	35–48	19–43	67%
183	1566	32–37	31–45	65%
184	2034	29–47	31–51	57%
185	2223	25–63	29–43	57%
186	1759	35–48	19–43	67%
187	1410	26–38	21–42	73%
188	2168	21–45	26–40	47%
189	2134	25–63	29–40	59%
190	1705	34–45	19–43	60%
191	2024	39–51	24–43	59%
192	2115	24–33	41–49	48%
193	1771	39	46	58%
194	1755	35–40	28–46	58%
195	1981	29–46	28–51	58%
196	2024	39–43	18–43	59%
197	1705	44	19–53	57%
198	2134	39–51	24–43	59%
199	1981	29–46	28–51	58%
200	1755	35–40	28–46	58%
201	1771	39	46	58%
202	2024	39–43	18–43	59%
203	1705	31–46	18–44	57%
204	2134	16–63	26–40	59%
205	1981	29–46	28–51	58%
206	1755	35–40	28–46	58%
207	1771	39	46	58%
208	1566	32–37	31–46	65%
209	2034	29–47	31–51	57%
210	2223	25–63	29–43	57%
211	1758	35–48	19–43	67%
212	1566	32–37	31–46	65%
213	2034	29–47	31–51	57%
214	2223	25–63	29–43	57%
215	1759	35–48	19–43	67%
216	1589	32–37	31–46	64%
217	2034	29–47	31–51	57%
218	2863	29–75	38–44	41%
219	2399	25–72	29–40	53%
220	1699	34–45	19–43	70%
221	1761	25–48	19–43	67%
222	2224	25–63	29–42	57%
223	2034	29–46	31–51	50%
224	1566	32–37	31–46	65%
225	1761	25–48	19–43	58%
226	2224	25–63	29–42	46%
227	2034	29–46	31–51	50%
228	1566	32–37	31–46	65%



TYPICAL 4-LOT CLUSTER DETAIL
1" = 20'

LOT #	LOT AREA (SF)
O.S. A	28362
O.S. B	26167
O.S. C	16457
O.C. D	46174
O.C. E	26129
O.C. F	53884



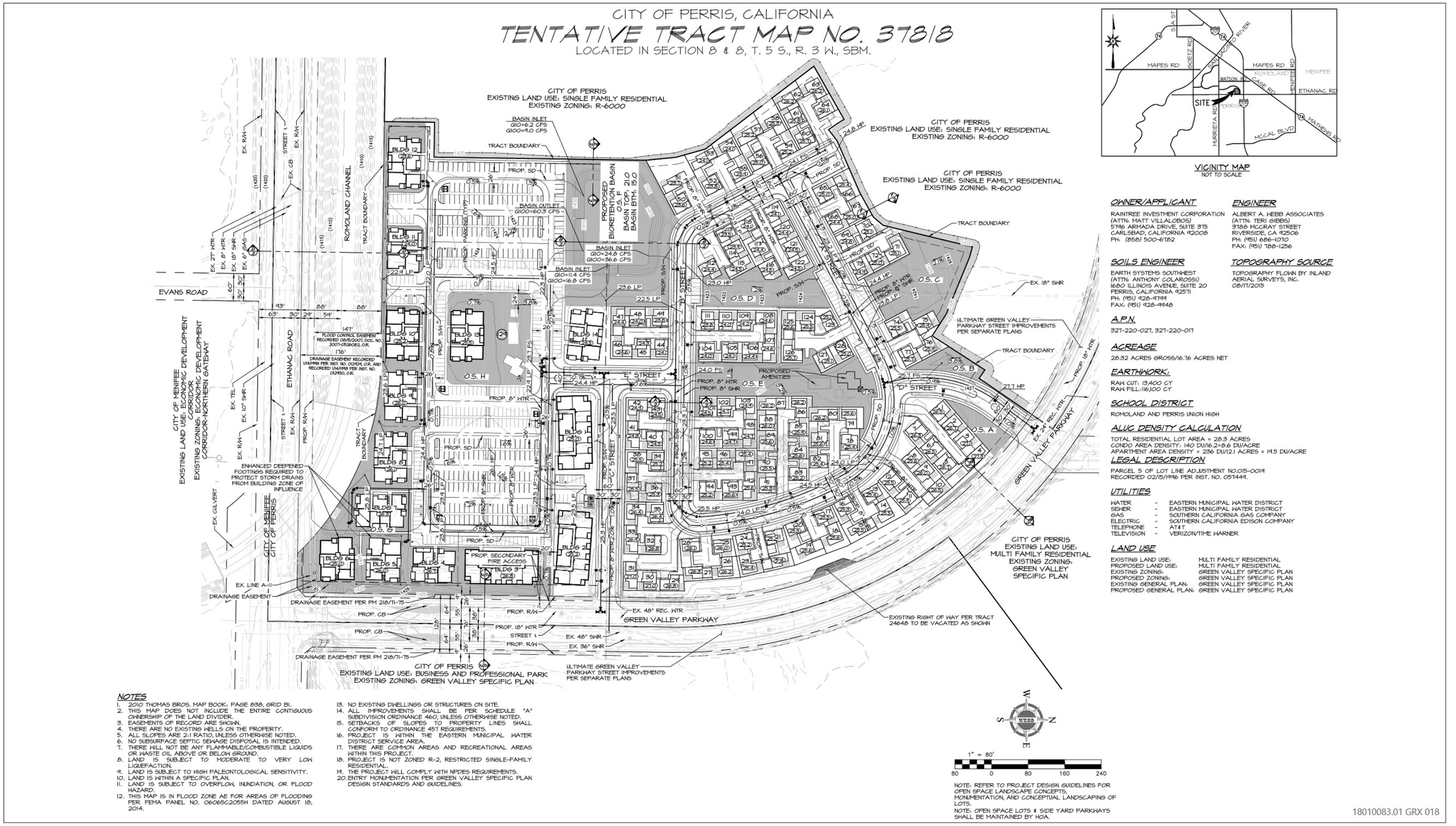
TYPICAL 6-LOT CLUSTER DETAIL
1" = 20'

*ROLLED CURB NOTE
ROLLED CURB TO BE PLACE IN ALLEY ON THE LOW SIDE OF THE STREET

18010083.01 GRX 016

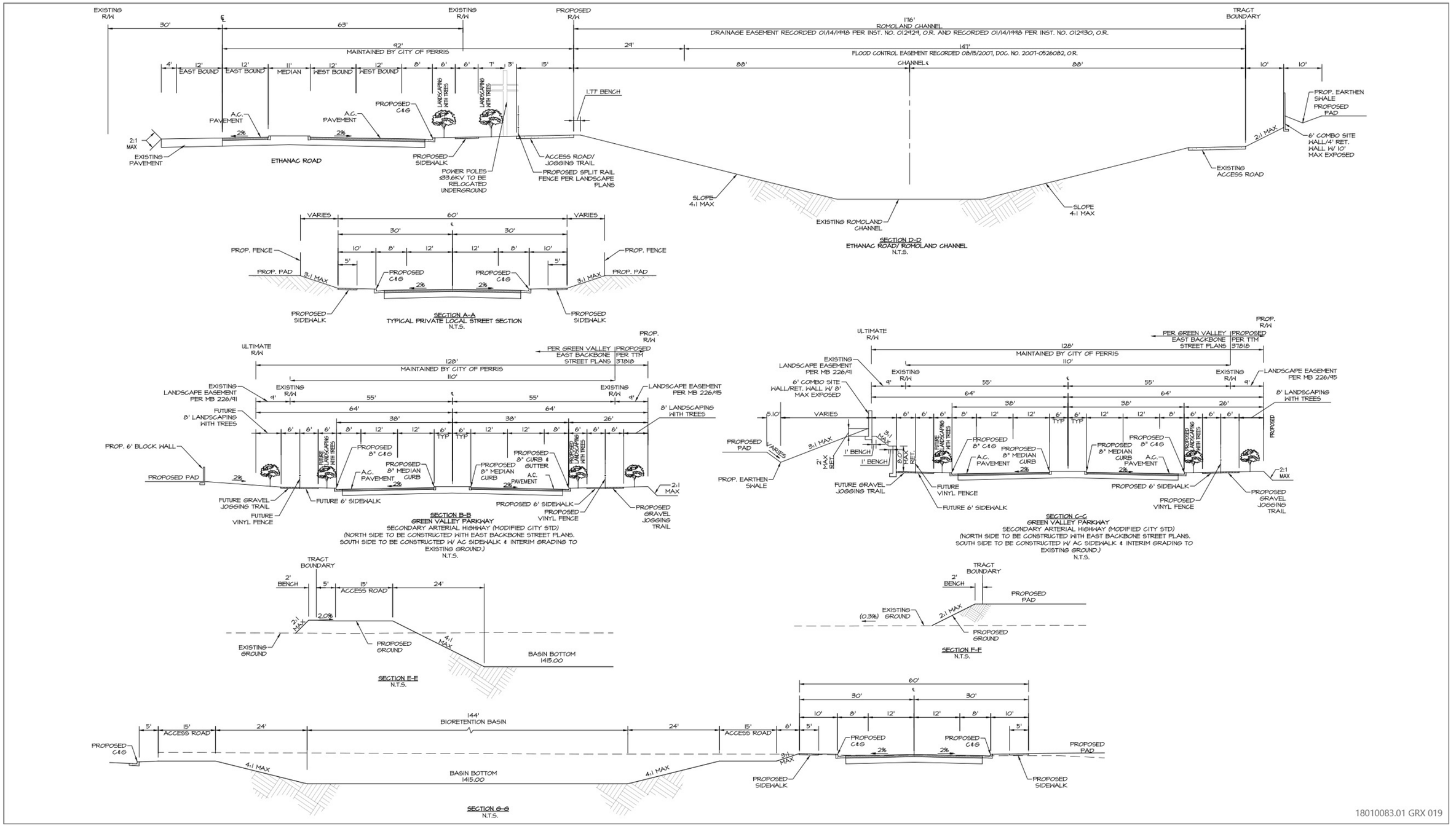
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-5d TTM 37817: Site Plan and Conceptual Grading Lot Tables and Details



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-6a TTM 37818: Site Plan and Conceptual Grading

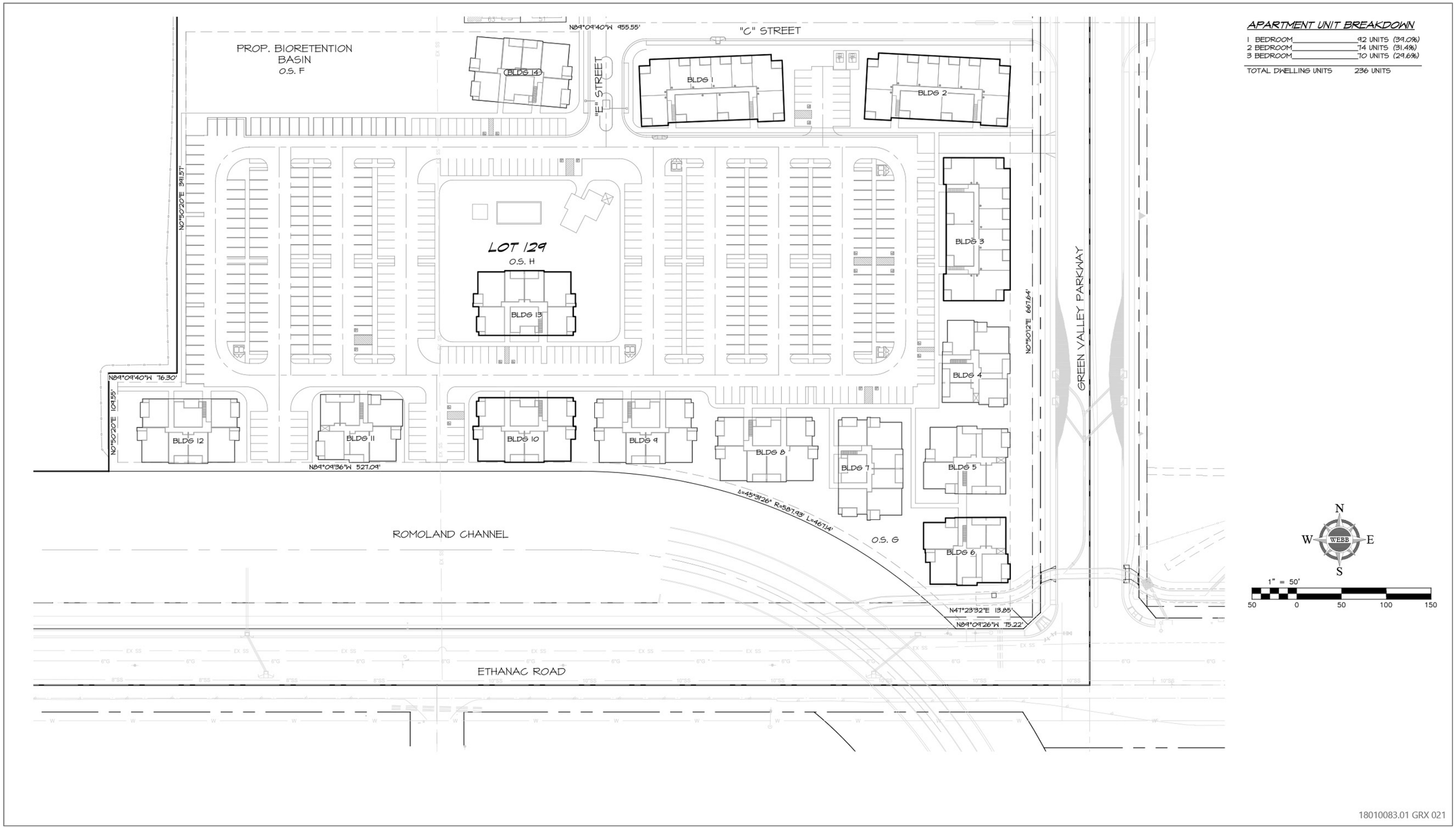


Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-6b TTM 37818: Site Plan and Conceptual Grading Sections

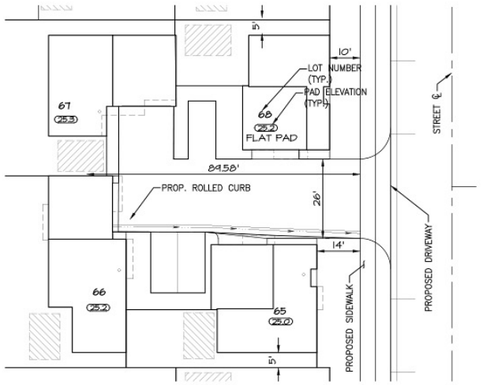
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-6c TTM 37818: Site Plan and Conceptual Grading Lot Dimensions

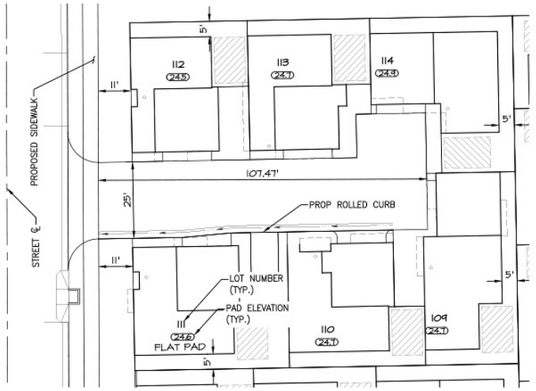


Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-6d TTM 37818: Site Plan and Conceptual Grading Apartment Dimensions



TYPICAL 4-LOT CLUSTER DETAIL
1" = 20'



TYPICAL 6-LOT CLUSTER DETAIL
1" = 20'

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
1	1736	39	45–46	60%
2	1802	40	45–46	60%
3	2240	49	46	48%
4	2663	64–114	21–28	47%
5	2051	38–56	44–49	53%
6	1986	45	44	55%
7	2052	33–51	25–44	58%
8	1755	39	46	59%
9	2213	48	46	49%
10	2022	46–65	29–33	62%
11	2021	36–44	44–49	54%
12	2045	40–51	24–44	59%
13	1811	31–39	39–46	57%
14	2909	32–52	39–70	40%
15	2711	28–67	32–47	47%
16	2052	39–49	28–44	58%
17	1677	31–39	33–45	62%
18	2739	38–57	33–49	42%
19	2704	52–74	36–38	47%
20	2237	30–54	32–52	46%
21	2236	30–55	30–48	46%
22	2032	48–69	29–30	62%
23	2084	29–47	32–53	55%
24	1941	38–45	32–45	62%
25	1744	32–39	36–45	59%
26	2394	29–47	36–62	48%
27	1872	44–62	29–30	67%
28	2344	40–62	24–47	44%
29	1722	33–54	29–35	67%
30	2086	41–50	29–44	50%
31	1885	44–63	29–30	67%
32	1994	37–51	24–44	60%
33	1885	44–63	29–30	67%
34	2034	29–46	31–51	57%
35	1681	34–38	31–46	62%
36	1996	37–50	24–44	60%
37	1884	44–63	29–30	67%
38	2034	29–46	31–51	57%
39	1681	34–38	31–46	62%
40	2017	36–50	24–44	59%
41	1885	44–63	29–30	67%
42	2034	29–47	31–51	57%
43	1681	34–39	31–46	62%
44	1770	39	46	58%
45	1750	35–40	31–46	59%
46	2034	29–47	31–51	57%
47	2133	25–63	29–30	59%
48	1726	35–45	19–44	63%
49	2055	39–51	25–44	58%
50	2014	36–51	24–44	59%
51	5482	44–80	55–85	23%
52	2364	36–63	24–44	51%
53	2113	44–63	31–40	60%
54	2374	31–58	31–52	49%
55	2129	37–50	26–45	49%
56	2364	36–62	24–44	51%
57	2914	44–64	42–50	43%
58	3295	50–77	28–52	35%
59	2136	37–51	26–45	48%
60	2029	41–51	25–44	59%
61	1734	35–45	19–44	63%
62	2598	25–64	32–42	49%
63	2934	42–68	33–51	39%
64	1839	35–40	30–48	56%
65	1772	35–51	19–42	68%
66	2437	42–63	36–41	52%
67	2426	36–55	31–51	48%
68	1699	34–39	31–46	61%
69	2053	38–51	25–44	58%
70	2208	43–64	44	49%
71	2085	30–48	31–51	55%
72	1750	35–40	31–46	62%
73	1752	39	46	59%
74	2168	36–55	24–44	55%
75	1802	33–34	24–51	60%
76	1956	26–65	31–38	59%
77	1681	34–39	31–46	62%
78	1870	39–48	29–42	64%
79	2193	29–47	38–52	53%

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH	LOT COVERAGE
80	2008	44–60	29–31	63%
81	2423	39–58	25–44	45%
82	1770	36–44	25–44	58%
83	1981	33–48	26–46	52%
84	2100	37–50	26–46	52%
85	1750	35–40	31–46	62%
86	2014	29–47	31–51	57%
87	2323	25–69	29–30	54%
88	1734	35–45	19–44	63%
89	1986	45	44	55%
90	1902	35–47	25–44	57%
91	1889	44	42–43	63%
92	2134	25–60	29–40	59%
93	1734	35–45	19–44	63%
94	2059	39–51	25–44	58%
95	1771	39	46	58%
96	1750	35–40	31–46	62%
97	2034	29–46	31–45	57%
98	2133	25–63	29–40	59%
99	1735	35–44	19–44	62%
100	2053	38–51	25–44	58%
101	1753	39	46	59%
102	1750	35–40	31–46	62%
103	2034	29–47	31–51	57%
104	2050	38–51	25–44	58%
105	1986	45	44	55%
106	1734	35–45	19–44	63%
107	2134	25–63	29–40	59%
108	2034	29–47	31–51	57%
109	1746	35–40	31–45	62%
110	1824	40	45	59%
111	1752	38–39	45	59%
112	1353	26–41	24–39	76%
113	1754	38–39	46	59%
114	1559	29–39	22–46	70%
115	2117	16–63	29–40	60%
116	1635	34–43	21–41	66%
117	2534	41–63	26–45	47%
118	1659	31–40	26–45	62%
119	2024	47	43	54%
120	1792	41	43–44	67%
121	1734	35–45	19–44	69%
122	2134	25–63	29–40	59%
123	1938	26–56	40–42	53%
124	1868	42	44	58%
125	1885	44–63	29–30	67%
126	2034	29–47	31–51	57%
127	1752	27–39	43–46	62%
128	1887	41–42	46	55%
129	525104			
*BUILDING 1	11403			
*BUILDING 2	11403			
*BUILDING 3	11403			
*BUILDING 4	6603			
*BUILDING 5	6603			
*BUILDING 6	6603			
*BUILDING 7	7624			
*BUILDING 8	7624			
*BUILDING 9	7624			
*BUILDING 10	7624			
*BUILDING 11	6603			
*BUILDING 12	7624			
*BUILDING 13	7624			
*BUILDING 14	7624			

LOT #	LOT AREA (SF)
O.S. A	9476
O.S. B	6291
O.S. C	29959
O.S. D	19515
O.S. E	40233
O.S. F	69165
O.S. G	63370
O.S. H	25057

*NOTE: INDICATES APARTMENT COMPLEX BUILDING

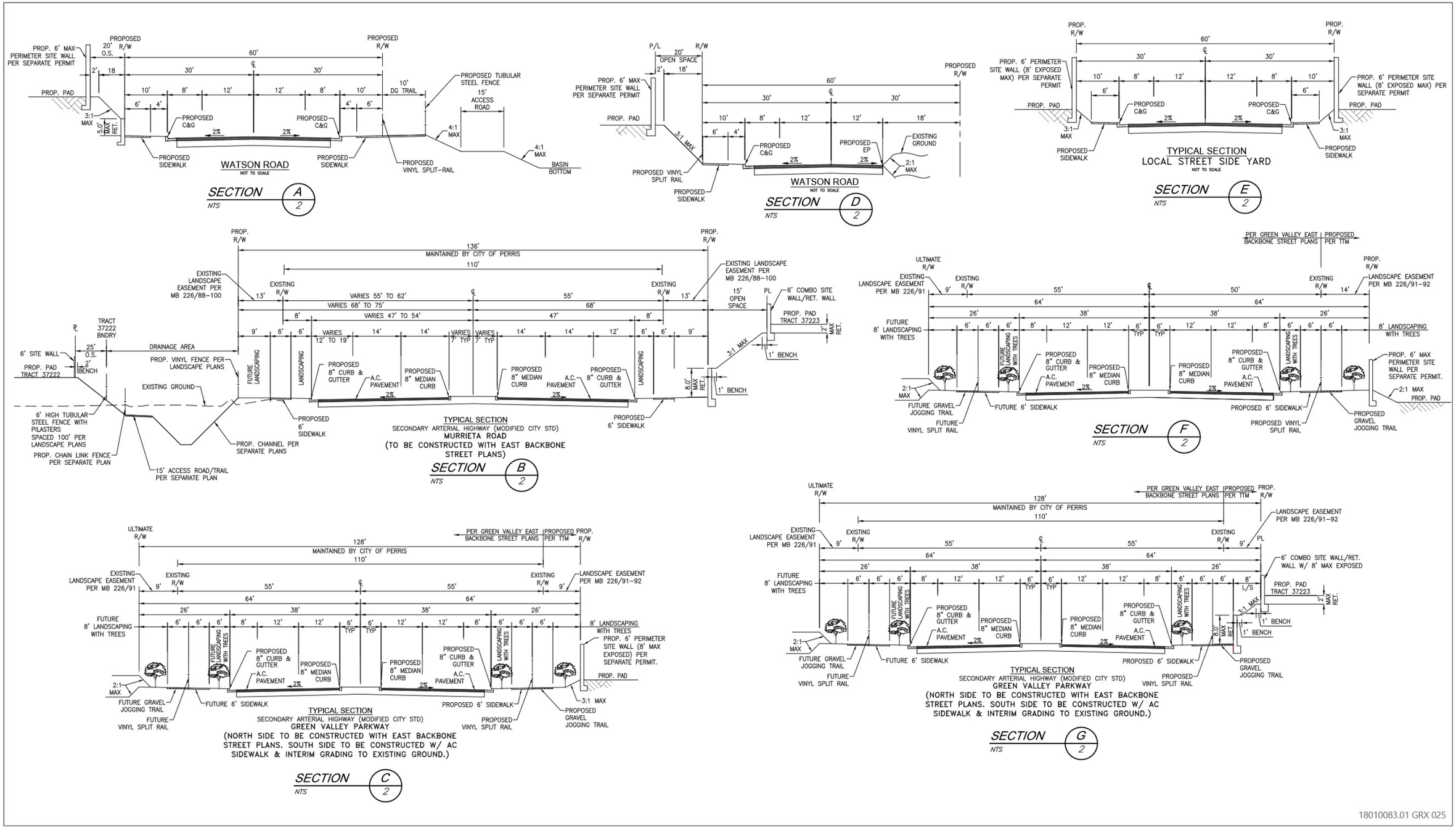
18010083.01 GRX 022

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-6e TTM 37818: Site Plan and Conceptual Grading Lot Tables and Details

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-7a TTM 37223: Site Plan and Conceptual Grading



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-7b TTM 37223: Site Plan and Conceptual Grading Sections

LOT SIZE TABLES

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	5414	40-57	86-110
2	5622	50-52	110
3	5622	50-52	110
4	5622	50-52	110
5	5622	50-52	110
6	5622	50-52	110
7	5622	50-52	110
8	5622	50-52	110
9	5622	50-52	110
10	5711	51-54	110
11	5622	50-52	110
12	5630	50-52	110
13	5500	50	110
14	5601	51-52	108-110
15	6034	58-54	100-108
16	9630	43-134	100-150
17	11518	35-146	100-167
18	5512	57-58	94-100
19	5684	55-56	99-105
20	5563	53	105
21	5563	53	105
22	5564	53	105
23	5564	53	105
24	5564	53	105
25	5564	53	105
26	5564	53	105
27	5564	53	105
28	5564	53	105
29	5564	53	105
30	5564	53	105
31	5564	53	105
32	5668	54	105
33	5940	56-57	93-105
34	7832	45-111	93-126
35	9721	35-97	124-150
36	8788	57-114	103-124
37	5568	50-52	103-110
38	5720	52	110
39	5686	52	107-110
40	5875	57-58	101-107
41	9168	35-131	101-154
42	11158	35-145	100-167
43	5514	57-58	93-100
44	5684	55-56	100-105
45	5565	53	105
46	5565	53	105
47	5662	40-55	90-105
48	5663	40-55	90-105
49	5565	53	105
50	5565	53	105
51	5642	55	100-105
52	5815	57-62	93-101
53	11471	35-146	101-168
54	8431	35-120	101-145
55	5634	55	101-107
56	5580	51-52	107-110
57	5500	50	110
58	5848	40-50	90-110
59	7017	50-60	90-110
60	6600	60	110
61	6600	60	110
62	6600	60	110
63	6600	60	110
64	6600	60	110
65	6600	60	110

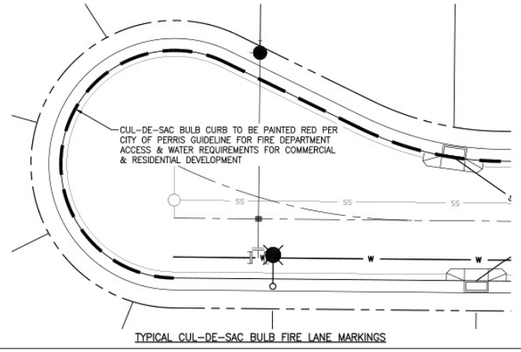
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
66	6600	60	110
67	6600	60	110
68	6600	60	110
69	6600	60	110
70	6600	60	110
71	6600	60	110
72	6619	60	110-111
73	6887	60-61	111-119
74	7521	60-61	119-131
75	8009	60	131-151
76	8100	60	135
77	8100	60	135
78	7444	45-55	115-135
79	7435	45-62	110-140
80	9025	62-63	140-152
81	10421	68-70	152-170
82	15658	47-114	170-216
83	11491	37-167	107-185
84	9438	38-132	107-144
85	14770	38-143	144-284
86	11724	53-135	122-153
87	9424	65-71	130-157
88	10254	65	157-158
89	10150	50-65	148-158
90	8622	50-65	119-134
91	8735	65	134
92	8737	65	134-135
93	8418	65	135-141
94	9575	65-66	141-154
95	10218	65	154-159
96	10359	65	159-160
97	8900	53-61	124-139
98	9647	52-93	121-139
99	6471	60-63	110-121
100	6600	60	110
101	6600	60	110
102	6600	60	110
103	6444	60	104-110
104	6315	47-74	104-107
105	8447	35-120	107-170
106	10606	35-150	103-170
107	6124	60-61	103-106
108	6556	60-61	106-110
109	6600	60	110
110	6600	60	110
111	6600	60	110
112	6600	60	110
113	6600	60	110
114	6600	60	110
115	6600	60	110
116	6747	60-63	110
117	6747	60-63	110
118	6747	60-63	110
119	6542	59-45	86-110
120	7483	56-67	93-110
121	7525	61-70	110
122	7455	61-70	110
123	6600	60	110
124	6600	60	110
125	6600	60	110
126	6600	60	110
127	6600	60	110
128	6600	60	110
129	6600	60	110
130	6600	60	110

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
131	6508	37-62	85-110
132	6708	47-62	93-110
133	6600	60	110
134	6600	60	110
135	6600	60	110
136	6600	60	110
137	6600	60	110
138	6600	60	110
139	6600	60	110
140	6548	60	110
141	6620	60-61	108-110
142	6548	57-65	108
143	7700	56-73	85-108
144	7288	54-65	93-110
145	5631	50-52	110
146	5631	50-52	110
147	5631	50-52	110
148	5631	50-52	110
149	7069	63-66	110
150	5500	55	100
151	5566	53-58	100
152	5582	55-57	100
153	5582	54-57	100
154	5555	55-56	100
155	5500	55	100
156	5887	37-62	75-100
157	6087	47-62	85-100
158	5500	55	100
159	5578	56	97-100
160	6122	70-75	90-97
161	7697	40-113	90-136
162	9695	40-111	101-155
163	7621	66-91	101-103
164	5756	55-56	103-105
165	5565	53	105
166	5565	53	105
167	6083	44-54	90-105
168	6083	44-54	90-105
169	5565	53	105
170	5553	53	103-105
171	5948	57	93-103
172	8242	40-120	93-136
173	12304	40-112	119-179
174	8083	53-112	96-119
175	5888	57-58	96-108
176	6061	40-54	93-108
177	8834	60-62	99-115
178	9074	56-96	115-123
179	9436	45-68	85-100
180	6000	60	100
181	6000	60	100
182	6757	86-100	55-63
183	7730	99-41	110-114
184	7150	65	110
185	6428	99-64	93-110
186	6368	50-65	85-100
187	6500	65	100
188	6844	55-71	85-100
189	6777	60	101-106
190	6650	60	106-115
191	9540	99-100	115-148
192	6333	45-53	93-110
193	6600	60	110
194	6600	60	110
195	6657	45-67	96-110

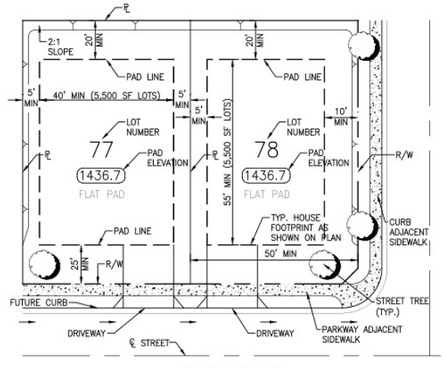
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
196	5826	99-51	86-107
197	5661	52	107-110
198	5720	52-53	110
199	5720	52	110
200	5820	53	110
201	7458	55-57	96-110
202	8882	38-65	152-167
203	8731	61-63	134-152
204	6833	54-56	119-134
205	7109	65-67	100-119
206	6500	65	100
207	8187	60-85	75-100
208	6088	45-64	85-100
209	5770	50-65	100-108
210	6500	50-67	108-112
211	7059	50-72	112-123
212	7108	55-56	123-136
213	9748	99-88	136-150
214	6879	99-63	93-110
215	5500	50	110
216	5500	50	110
217	5500	50	110
218	5500	50	110
219	5500	50	110
220	5500	50	110
221	5500	50	110
222	5500	50	110
223	5500	50	110
224	6617	38-63	85-110
225	6618	38-63	85-110
226	5500	50	110
227	5500	50	110
228	5500	50	110
229	5500	50	110
230	5500	50	110
231	5500	50	110
232	5500	50	110
233	5500	50	110
234	5500	50	110
235	6663	63	110

AVERAGE RESIDENTIAL LOT AREA
6,871 SF

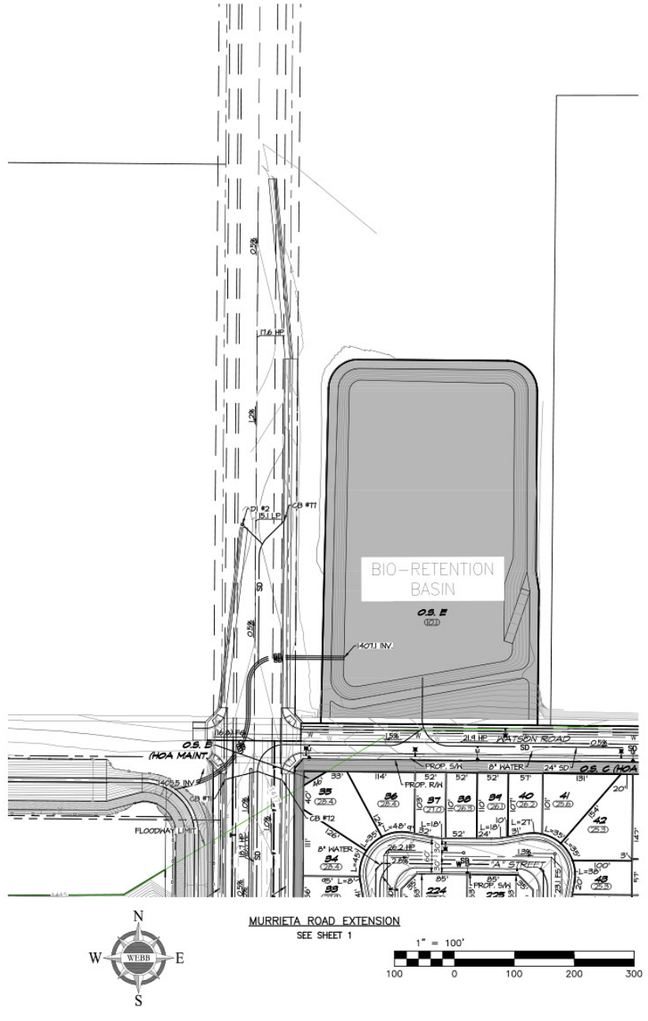
LOT #	LOT AREA	USE
O.S. A	17614	SLOPE
O.S. B	481	MONUMENT
O.S. C	18194	SLOPE
O.S. D	23361	SLOPE
O.S. E	214627	BASIN
O.S. F	14419	PARK



TYPICAL CUL-DE-SAC BULB FIRE LANE MARKINGS



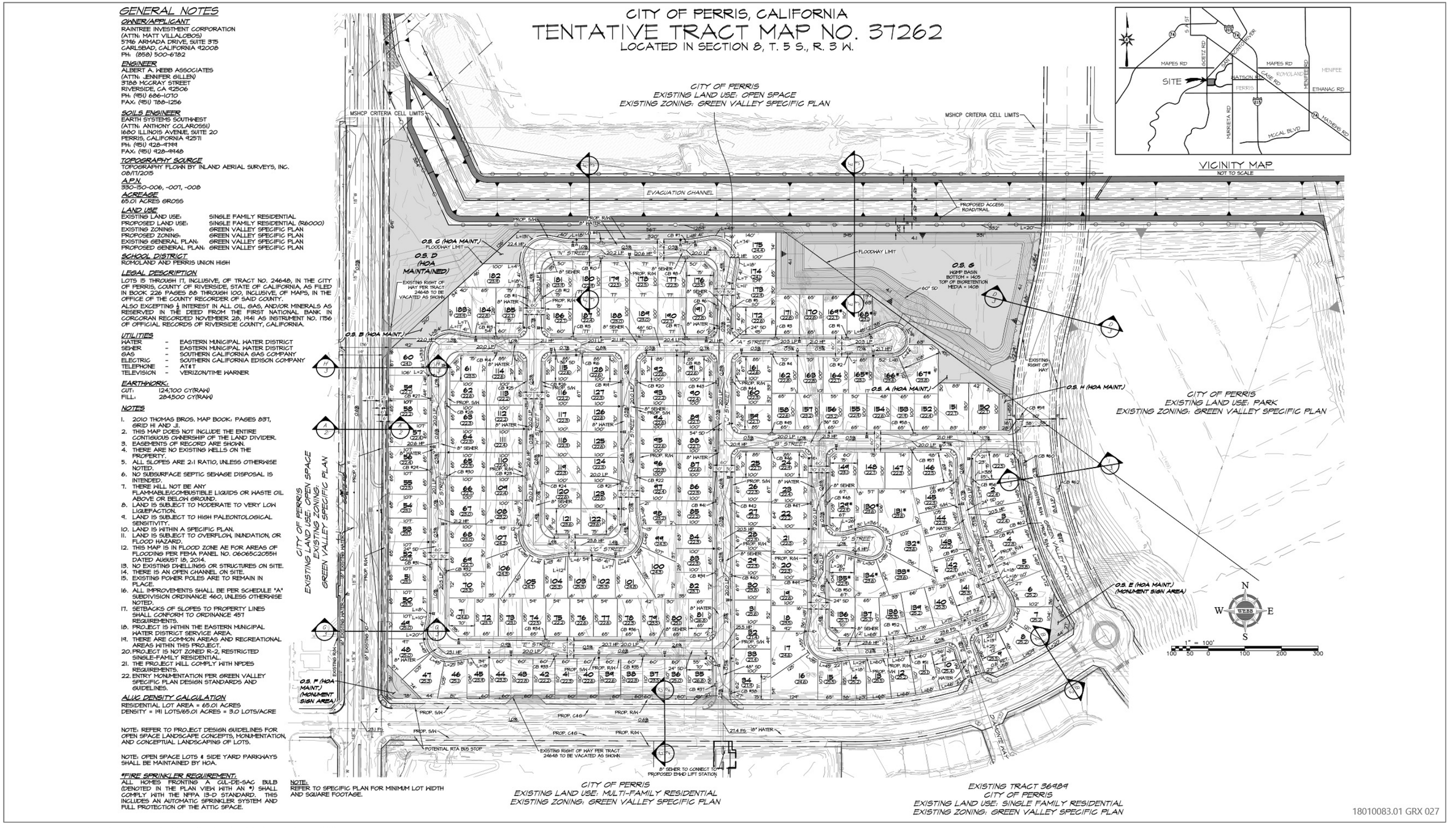
TYPICAL LOT DETAIL
(5,500 SF MINIMUM)
NTS



18010083.01 GRX 026

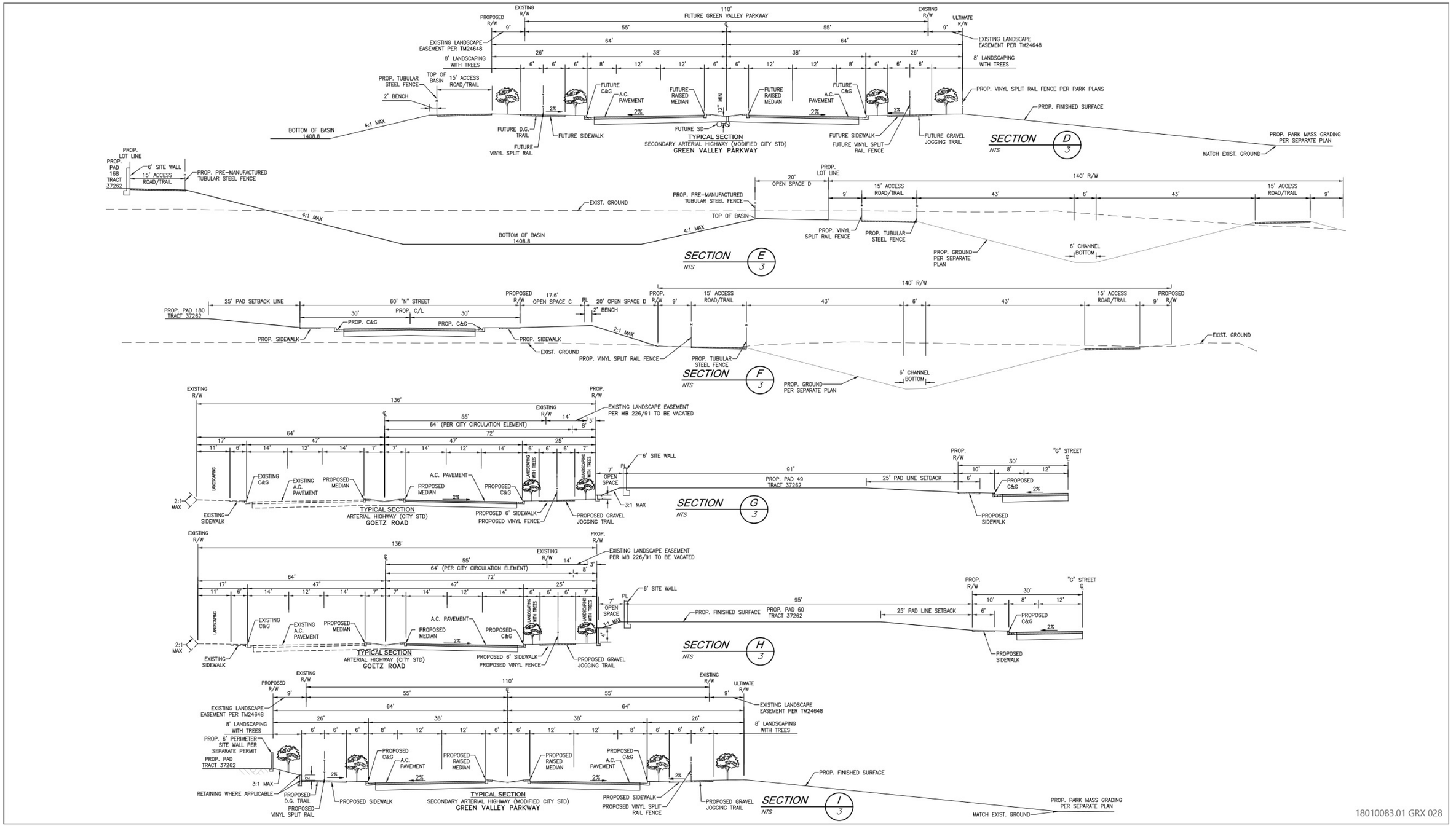
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-7c TTM 37223: Site Plan and Conceptual Grading Lot Tables and Details



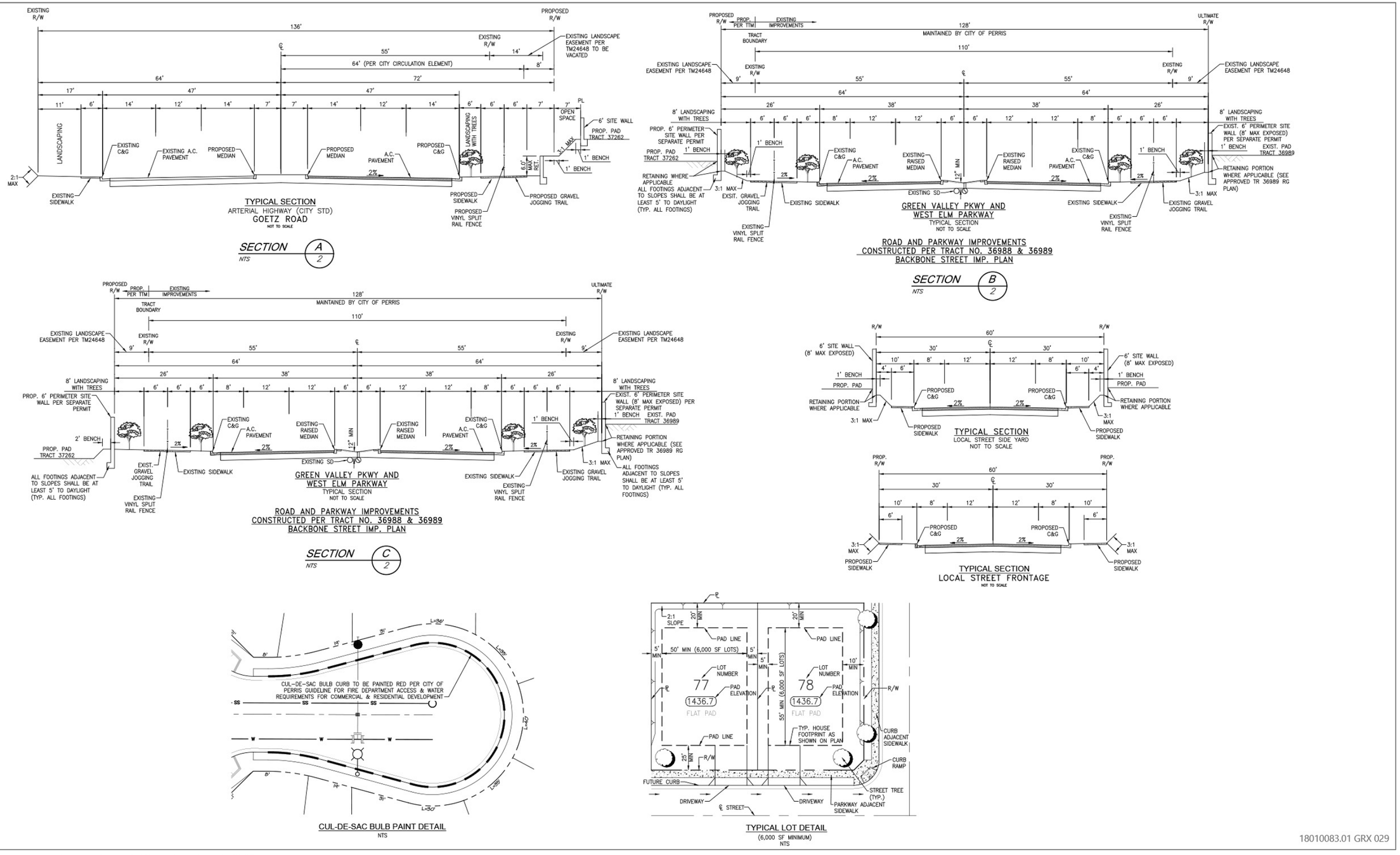
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-8a TTM 37262: Site Plan and Conceptual Grading



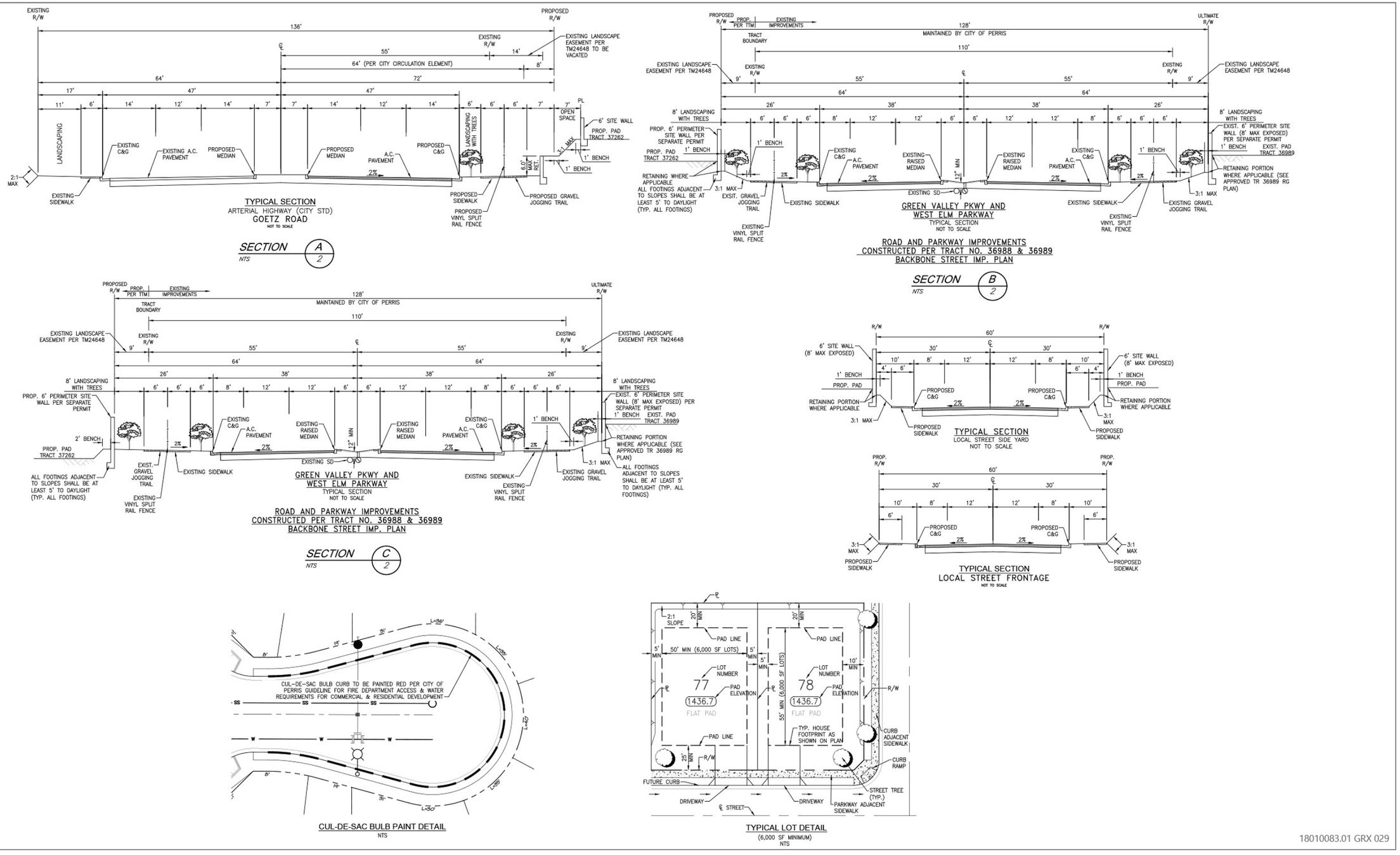
Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-8b TTM 37262: Site Plan and Conceptual Grading Sections



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-8c TTM 37262: Site Plan and Conceptual Grading Details and Sections



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-8d TTM 37262: Site Plan and Conceptual Grading Details and Sections

LOT SIZE TABLES

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	7845	70-75	108-115
2	8471	65-79	115-120
3	8708	65-80	120
4	8333	65-75	116-120
5	7432	65	110-116
6	9200	66-104	102-124
7	7474	40-104	102-121
8	7998	47-109	98-121
9	7932	72-82	98-110
10	6990	61-70	110
11	7016	60-68	110
12	7016	60-68	110
13	7016	60-68	110
14	7330	66-69	105-110
15	6644	65	105-107
16	12739	35-122	107-163
17	8451	57-128	92-125
18	6817	70	92-100
19	7000	70	100
20	7000	70	100
21	7000	70	100
22	7000	70	100
23	7000	70	100
24	6887	70	100
25	6888	70	100
26	6700	67	100
27	6700	67	100
28	6700	67	100
29	6700	67	100
30	6700	67	100
31	6700	67	100
32	6700	67	100
33	6700	67	100
34	6487	71	100
35	7475	70	110
36	6600	60	110
37	6600	60	110
38	6600	60	110
39	6600	60	110
40	6600	60	110
41	6600	60	110
42	6600	60	110
43	6600	60	110
44	6600	60	110
45	6585	60	108-110
46	7349	62-81	103-108
47	8544	45-104	103-116
48	8857	45-111	97-114
49	7077	70	97-107
50	6454	65	107
51	6455	65	107
52	6455	65	107
53	6455	65	107
54	6455	65	107
55	6455	65	107
56	6455	65	107
57	6455	65	107
58	6455	65	107
59	6448	65	106-107
60	7475	67-75	92-106
61	6687	70	100
62	6500	65	100
63	6500	65	100
64	6500	65	100
65	6500	65	100
66	6500	65	100
67	6500	65	100

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
68	6500	65	100
69	6500	65	100
70	7212	72	100
71	7039	70	105
72	6825	65	105
73	6825	65	105
74	6825	65	105
75	6825	65	105
76	6825	65	105
77	6825	65	105
78	6825	65	105
79	6825	65	105
80	6825	65	105
81	6713	65	105
82	7203	72	100
83	6501	65	100
84	6501	65	100
85	6502	65	100
86	6502	65	100
87	6502	65	100
88	6502	65	100
89	6502	65	100
90	6503	65	100
91	6840	70	100
92	6888	70	100
93	6500	70	100
94	6500	65	100
95	6500	65	100
96	6500	65	100
97	6500	65	100
98	6577	67	93-100
99	7318	58-100	93-107
100	11121	39-98	107-167
101	8585	44-113	105-135
102	7184	65	105-115
103	7474	65	115
104	7128	65	105-115
105	8711	41-116	105-140
106	10617	35-115	104-167
107	6459	58-42	93-104
108	6670	68	93-100
109	6500	65	100
110	6500	65	100
111	6500	65	100
112	6500	65	100
113	6500	65	100
114	6887	70	100
115	6887	70	100
116	6708	67	100
117	7000	70	100
118	7000	70	100
119	7000	70	100
120	7000	70	100
121	6687	70	100
122	6687	70	100
123	7000	70	100
124	7000	70	100
125	7000	70	100
126	7000	70	100
127	6708	67	100
128	6888	70	100
129	7656	67	110-118
130	6718	65	108-110
131	12224	35-152	102-134
132	10388	40-152	102-156
133	10729	35-136	104-169
134	8064	61-96	104-111

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
135	7721	67	111-119
136	7387	70	110
137	7362	65-70	107-110
138	7484	61-75	107-113
139	8039	66-76	113
140	7728	65-75	108-113
141	8304	81-83	102-108
142	6850	65	102-109
143	6802	65-70	101-102
144	6669	65	101-105
145	7483	66-70	105-116
146	9951	79-100	98-116
147	7387	74	100
148	7500	75	100
149	7387	75	100
150	10186	42-83	100-130
151	10803	83	130
152	6508	65	100
153	6500	65	100
154	6500	65	100
155	6500	65	100
156	6500	65	100
157	6500	65	100
158	6500	65	100
159	6687	68	100
160	6500	65	100
161	6587	67	100
162	7000	70	100
163	7000	70	100
164	7000	70	100
165	6700	67	100
166	9126	68-113	100-112
167	11670	44-108	112-146
168	7281	69-70	91-110
169	7150	65	110
170	7150	65	110
171	7150	65	110
172	8138	75	110
173	7148	65	109-110
174	6761	65	100-109
175	8774	74	100-140
176	7188	75	100
177	7149	77	100
178	7750	77	100
179	7750	77	100
180	7750	77	100
181	7188	75	100
182	9159	65-66	141
183	8148	65	119
184	7522	65	126
185	9346	75	126
186	7388	75	100
187	7750	77	100
188	7750	77	100
189	7750	77	100
190	7750	77	100
191	7389	75	100

LOT #	LOT AREA	USE
O.S. A	14506	SLOPE
O.S. B	8764	LANDSCAPE
O.S. C	14095	LANDSCAPE
O.S. D	118266	SLOPE
O.S. E	4099	MONUMENT
O.S. F	4144	MONUMENT
O.S. G	181968	BASIN
O.S. H	3651	SLOPE

18010083.01 GRX 030

AVERAGE RESIDENTIAL LOT AREA
7366 SF

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-8e TTM 37262: Site Plan and Conceptual Grading Lot Details

CITY OF PERRIS, CALIFORNIA
TENTATIVE TRACT MAP NO. 37722
LOCATED IN SECTION 8, T. 5 S., R. 3 W.

GENERAL NOTES

OWNER/APPLICANT
RAINTREE INVESTMENT CORPORATION
(ATTN: MATT VILLALOBOS)
5796 ARMADA DRIVE, SUITE 375
CARLSBAD, CALIFORNIA 92008
PH: (858) 500-6182

ENGINEER
ALBERT A. WEBB ASSOCIATES
(ATTN: JENNIFER GILLEN)
3788 MCCRAY STREET
RIVERSIDE, CA 92506
PH: (951) 686-1070
FAX: (951) 788-1256

SOILS ENGINEER
EARTH SYSTEMS SOUTHWEST
(ATTN: ANTHONY GOLAROSSI)
1600 ILLINOIS AVENUE, SUITE 20
PERRIS, CALIFORNIA 92571
PH: (951) 928-9799
FAX: (951) 928-9448

TOPOGRAPHY SOURCE
TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC.
08/17/2015

A.P.N.
330-150-017

ACREAGE
25.61 AC. GROSS / 19.08 AC. NET

LAND USE

EXISTING LAND USE:	SINGLE FAMILY RESIDENTIAL
PROPOSED LAND USE:	SINGLE FAMILY RESIDENTIAL (R6000)
EXISTING ZONING:	GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING:	GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN:	GREEN VALLEY SPECIFIC PLAN

SCHOOL DISTRICT
ROMOLAND AND PERRIS UNION HIGH

LEGAL DESCRIPTION
27.76 ACRES NET IN LOT 26 MB 226/088 TR 24648 LOT 26 SUBDIVISION NAME TR 24648 ACRES 027.76 NET LOT TYPE LOT REC MAP TYPE MAP BOOK MAP PLAT B 226 MAP PLAT P 088.

UTILITIES

WATER	-	EASTERN MUNICIPAL WATER DISTRICT
SEWER	-	EASTERN MUNICIPAL WATER DISTRICT
GAS	-	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	-	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE	-	AT&T
TELEVISION	-	VERIZON/TIME WARNER

EARTHWORK
CUT: 5,700 CY(RAW)
FILL: 348,000 CY(RAW)

NOTES

1. 2010 THOMAS BROS. MAP BOOK: PAGES 837, GRID H1 AND J1.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
6. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2055H DATED AUGUST 15, 2014.
13. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
14. THERE IS AN OPEN CHANNEL ON SITE.
15. EXISTING POWER POLES ARE TO REMAIN IN PLACE.
16. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
17. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
18. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
19. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
20. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
21. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
22. ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

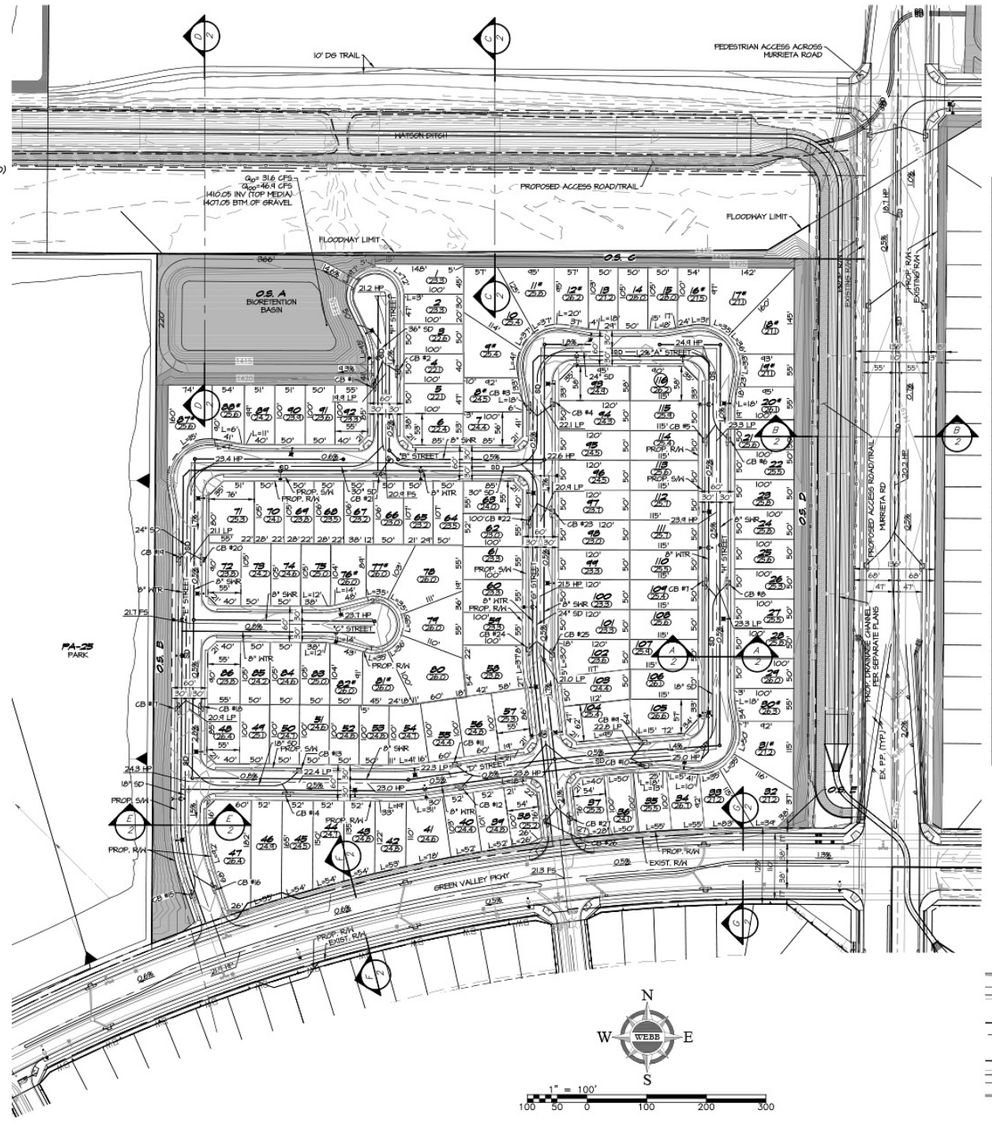
AUG DENSITY CALCULATION
RESIDENTIAL LOT AREA = 25.61 ACRES
DENSITY = 116 LOTS/25.61 ACRES = 4.5 LOTS/ACRE

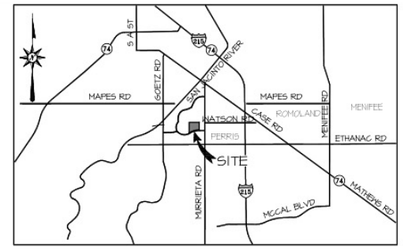
NOTE: REFER TO PROJECT DESIGN GUIDELINES FOR OPEN SPACE LANDSCAPE CONCEPTS, MONUMENTATION, AND CONCEPTUAL LANDSCAPING OF LOTS.

NOTE: OPEN SPACE LOTS & SIDE YARD PARKWAYS SHALL BE MAINTAINED BY HOA.

***FIRE SPRINKLER REQUIREMENT**
ALL HOMES FRONTING A CUL-DE-SAC BULB (DENOTED IN THE PLAN VIEW WITH AN *) SHALL COMPLY WITH THE NFPA 13-D STANDARD. THIS INCLUDES AN AUTOMATIC SPRINKLER SYSTEM AND FULL PROTECTION OF THE ATTIC SPACE.

NOTE:
REFER TO SPECIFIC PLAN FOR MINIMUM LOT WIDTH AND SQUARE FOOTAGE.





VICINITY MAP
NOT TO SCALE
SEC. 8, T. 5 S., R. 3 W.

LOT SIZE TABLES

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
1	5748	50	100-148
2	5000	50	100
3	5000	50	100
4	5000	50	100
5	5000	50	100
6	5187	38-53	85-100
7	5488	41-56	85-100
8	5541	57	92-100
9	7321	41-110	92-114
10	8564	37-87	114-125
11	6734	37-45	95-125
12	5584	57	95-103
13	5234	50	103-105
14	5250	50	105
15	5187	50	100-105
16	5224	54	97-100
17	8568	35-142	97-160
18	9348	36-148	93-160
19	5044	55	93-95
20	5432	55	95-100
21	5000	50	100
22	5000	50	100
23	5000	50	100
24	5000	50	100
25	5000	50	100
26	5000	50	100
27	5000	50	100
28	5000	50	100
29	5000	50	100
30	5334	55	92-100
31	8064	57-115	92-116
32	8713	35-84	115-116
33	5655	35-83	112-115
34	5284	55	100-112
35	5502	55	100
36	5000	50	100
37	5161	40-53	76-100
38	5053	34-51	76-100
39	5223	52	100-101
40	5243	52	101-103

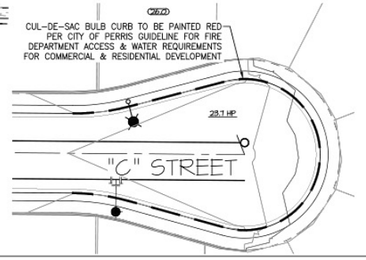
LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
41	7262	61-76	103-110
42	6011	52-53	110-122
43	6675	52-54	122-135
44	7348	52-54	135-150
45	8177	52-54	150-165
46	9012	52-55	165-182
47	11552	176-182	176-182
48	5388	40-55	85-100
49	5000	50	100
50	5000	50	100
51	5000	50	100
52	5000	50	100
53	5000	50	100
54	6015	53-68	100
55	6000	60	100
56	6000	60	100
57	5525	40-58	86-100
58	7487	72-76	100
59	5500	55	100
60	5500	55	100
61	5500	55	100
62	5500	55	100
63	5387	40-55	85-100
64	5355	50	107
65	5340	50	107
66	5324	50	106-107
67	5309	50	106
68	5293	50	106
69	5278	50	105-106
70	5263	50	105
71	7714	51-55	80-105
72	5663	40-55	90-105
73	5250	50	105
74	5250	50	105
75	5247	50	104-105
76	5831	50	84-104
77	5338	37-83	84-103
78	10199	35-101	103-111
79	7528	35-113	110-111
80	9151	36-84	100-110

LOT #	LOT AREA	LOT WIDTH	LOT DEPTH
81	5762	42-87	91-100
82	5381	50	91-104
83	5247	50	104-105
84	5250	50	105
85	5250	50	105
86	5663	40-55	90-105
87	7740	74	90-160
88	5113	54	90-99
89	5048	51	99-100
90	5100	51	100
91	5000	50	100
92	5388	55	85-100
93	6648	33-58	85-120
94	6000	50	120
95	6000	50	120
96	6000	50	120
97	6000	50	120
98	6000	50	120
99	6000	50	120
100	6000	50	120
101	6000	50	120
102	6750	50-53	117-120
103	5697	50	117-112
104	6825	93-112	47-64
105	6468	33-64	87-115
106	5750	50	115
107	5750	50	115
108	5750	50	115
109	5750	50	115
110	5750	50	115
111	5750	50	115
112	5750	50	115
113	5750	50	115
114	5750	50	115
115	5750	50	115
116	6357	33-58	90-115

LOT #	LOT AREA	USE
O.S. A	74805	BASIN
O.S. B	24236	SLOPE
O.S. C	11643	SLOPE
O.S. D	23847	SLOPE
O.S. E	372	MONUMENT

AVERAGE RESIDENTIAL LOT AREA
5,913 SF

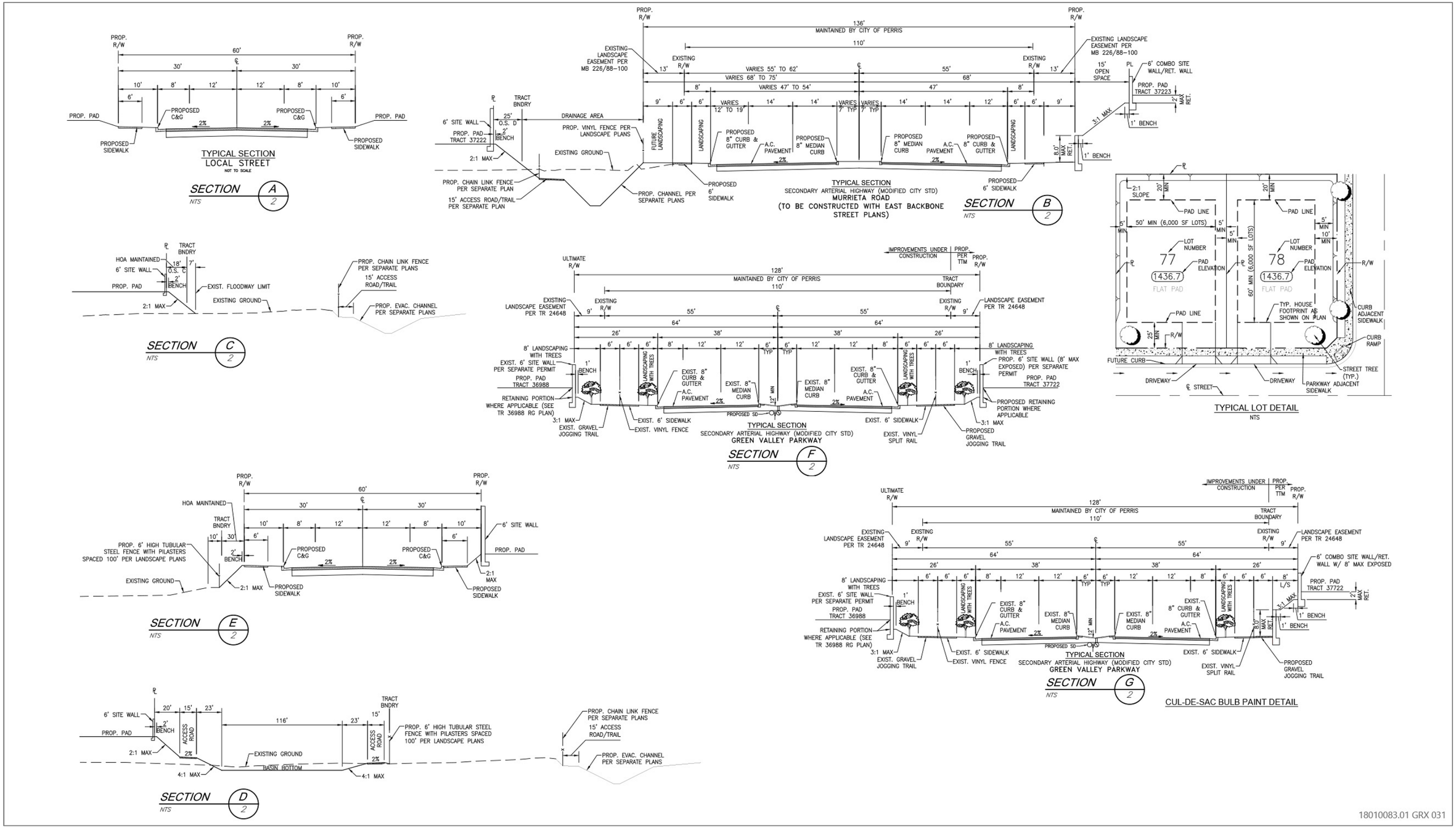
MINIMUM ALLOWABLE LOT AREA
5,000 SF



18010083.01 GRX 031

Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-9a TTM 37722: Site Plan and Conceptual Grading



Source: Image produced and provided by Albert A. Webb Associates in 2020

Figure 2-9b TTM 37722: Site Plan and Conceptual Grading Sections

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the 1990 EIR. The row titles of the checklist include the full range of environmental topics, as presented in the updated CEQA Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the CEQA Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR, and the environmental impact significance conclusions of the EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact Was Analyzed

This column provides a cross-reference to the pages of the EIR where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the Final EIR document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved GVSP, as it is described in the certified GVSP EIR, is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or

alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to a certified EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Do Prior Environmental Document's Mitigation Measures Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented. Project level analysis is provided under each category and program level analysis is addressed in a single statement following the project level analyses.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. Updated mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
1.	Aesthetics. Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	Setting p. 4-113 Impacts 4.11.2.1	No	No	Yes
b)	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Setting p. 4-113 Impacts 4.11.2.1	No	No	Yes
c)	If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting p. 4-113 Impacts 4.11.2.1	No	No	Yes
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 4-114 Impact 4.11.2.2	No	No	Yes

4.1.1 Discussion

The existing conditions of the GVSP Phase 1B project area have changed from conditions described in the 1990 EIR. The Phase 1B project area includes ongoing stockpiling activities, ongoing construction of the approved Phase 1A project area, access roads, drainage facility improvements (i.e., Phase 1 of an onsite evacuation channel in PA 54 and excavation within a section of the existing Line A drainage infrastructure facility in PA 49), and ongoing construction of the regional park (PA 24a and 25). Offsite improvements have been made to Ethanac Road, Elm Parkway, Green Valley Parkway, Murrieta Road, and Goetz Road. Since approval of the GVSP in 1990, Perris Crossings retail center has been built within the Green Valley Specific Plan (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) and is in full operation within the southeast corner (3150 Case Rd, Perris, CA 92571) of the GVSP and another shopping/commercial center has been constructed on Case Road in the northern portion of the Specific Plan area.

No other substantial change in the environmental and regulatory settings related to aesthetics, described in the Final EIR Section 4.11 Aesthetics, has occurred since certification of the Final EIR in 1990. As noted in the GVSP EIR, Perris Valley has been the site of increasing urbanization, and the semi-rural character of the area has been gradually changing to more suburban development since prior to the GVSP EIR.

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

As described in Section 4.11 Aesthetics setting of the Final GVSP EIR, the project site is within the relatively flat Perris Valley. Views from the Valley floor include local hills and mountain ranges. These views have not changed since the Final EIR was certified. The GVSP EIR noted that aesthetic impacts would be largely mitigated by the proposed landscape plan and site development standards (Mitigation Measure 4.11.3). The currently proposed project would change the development pattern and phasing of the GVSP Phase 1B site but would continue to develop similar land uses (e.g., residential) as were approved under the 1990 GVSP. The project would result in a slight decrease in the

overall number of dwelling units but would increase the number of multi-family dwelling unit types. Further, the project would not result in changes to the overall land use assumptions including buildout maximums for the rest of the GVSP area. The proposed changes would not change the landscape and site design standards and requirements that provide mitigation for aesthetic impacts. Overall, aesthetics impacts remain similar to that which is described in the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

There are no officially designated State Scenic Highways or National Scenic Byways with views of the site. The project would change the development pattern and phasing of the GVSP site from that previously approved in1990. Because the project would develop the site with a similar development pattern and land uses as described in the Final EIR and none of these uses would be visible from officially designated scenic highways, no new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact 4.11.2.1 of the Final EIR noted that the GVSP would extensively alter the project site, changing the area from relatively open views of areas devoted to agriculture to suburban development including commercial and residential structures. The Final EIR noted that site design elements, including the landscape plan, would soften the new hardscapes such that the project would not result in significant adverse impacts. The project would slightly decrease the number of dwelling units in the Phase 1B project area compared to the adopted plan and would change the mix of dwelling unit types within the project site but would not change the type of land uses from those that are approved under the GVSP

The project also would not change the landscape and site design standards and requirements that minimize the degree of aesthetic impacts. Overall, aesthetics impacts would be similar to that which were describe in the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

Impact 4.11.2.2 of the GVSP EIR evaluated the potential for impacts from the GVSP related to nighttime light and glare. The Final EIR noted that development permitted under the GVSP would add sources of nighttime lighting, and that nighttime light would have adverse effect on the Mount Palomar Observatory. Mitigation Measure for this impact was adopted and required the project to comply with Riverside County Ordinance 655, also known as the Mount Palomar Lighting Ordinance. This ordinance is still in effect and would continue to apply to the GVSP.

Additionally, the City of Perris Zoning Code Sections 19.02.110 A and B and 19.69.030.C.5.h provide regulations that state all lighting, including security lighting shall be directed away from adjoining properties and public right-of-way, and prohibits the use of certain light fixtures emitting into the night sky undesirable light rays which have an effect on astronomical observation and research (City of Perris 2004).

Because the project would not substantially alter the overall scale and density of development within the GVSP area, these proposed changes would not be expected to substantially increase the level of nighttime light or glare that would occur compared the previously approved project. Further, the project would continue to comply with mitigation recommended in the EIR as noted below. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GEIR remain valid and no further analysis is required.

Programmatic Analysis of Other Land Use Changes Checklist Questions a – d)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the area of disturbance, increase the number of residential units or alter approved land use types and design guidelines. The land use changes would decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages. The proposed changes would not alter the landscape and site design standards and requirements that provide mitigation for aesthetic impacts and light and glare impacts (described in GVSP FEIR 4.11.3). No new significant impacts or substantially more severe aesthetic impacts would occur for components evaluated at the program level of detail; therefore, the findings of the GVSP EIR remain valid at a program level and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the GVSP EIR and would continue to remain applicable if the project is approved.

- Mitigation Measure 4.11.3: Site Design Elements and Light and Glare Mitigation (see p. 4-116 and 4-117 of the GVSP Final EIR found in Appendix A and p. 5-23 of the GVSP MMRP [Appendix C).

The Final EIR concluded that impacts related to the existing visual character and light and glare would be reduced to a less-than-significant level. This conclusion would not change with implementation of the project.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the Final EIR remain valid for project level and programmatic level analyses and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
2. Agriculture and Forestry Resources. 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?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	No	Yes, but impact remains significant and unavoidable
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	No	Yes
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))?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA
d) Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA
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?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3 Forest land not addressed; criterion was not part of CEQA Appendix G when Final EIR was certified.	No	No	Agriculture: Yes; Forestry Resources: NA

4.2.1 Discussion

Since certification of the GVSP EIR, the CEQA Appendix G checklist has been modified to include analysis of forestry resources. No substantial changes in the environmental setting related to agriculture and forestry resources have occurred since certification of the GVSP EIR.

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?

The 1990 EIR for the GVSP concluded the GVSP project would result in a significant and unavoidable impact related to Important Farmland despite implementation of mitigation measures. With the adoption of the GVSP in 1990, the City imposed land use designations in the GVSP area were changed from agricultural designations to non-agricultural designations (residential, commercial, industrial). However, the project site remains designated Farmland of Statewide Importance and Local Importance under the California Department of Conservation Important Farmland Mapping and Monitoring Program (CA Department of Conservation 2016). No new significant impacts or substantially more severe impacts would occur; and the findings of the GVSP EIR remain valid. No further analysis is required.

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

The specific plan designation within the Phase 1B area would not change for PA 10, 11, 12, 26, and 35; all would remain in the residential land use category (R-5,500 – 6,000). The land use category for PA 14, 37, 39 and 45, would remain in the residential zoning category of Multi-Family. Approved Single Family Residential (6,600 – 7,200 S.F) for PA 26 would change to Residential (R-5,500 – 6,000); approved designation for Schools in PA 38 would change to Multi-Family; and approved Single-Family Residential (5,500 – 6,000 S.F.) for PA 46a would change to Multi Family. The newly created PA 57 would be zoned Open Space. Therefore, no lands zoned for agriculture would be affected by the project. As described on page 4-40 of the Final EIR, there were no parcels within the GVSP site subject to a Williamson Act contract. There are still no lands subject to Williamson Act contracts within the GVSP site (CDC 2016); therefore, no impacts related to conflict with such contracts would occur. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

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))?

The GVSP EIR did not address forestry issues. Nonetheless, there is no forest land or timberland on or near the project area. Existing specific plan zoning of the site is for residential, and open space (refer to b) above for specific zoning designations of the project site). Because the project would not conflict with lands zoned for forestry or timberland uses, no impact would occur.

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

The GVSP EIR did not address forestry issues. Nonetheless, there is no forest land or timberland on or near the project area. Therefore, the project would not result in the loss or conversion of forest land and 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?

The GVSP EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The GVSP EIR included a mitigation measure intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. With the adoption of the GVSP in 1990, the land use categories in the GVSP area, including the project site, were changed from agricultural designations to non-agricultural designations. Therefore, changes to the development pattern and phasing of Phase 1B of the GVSP site, would not result in conversion of additional agricultural land to non-agricultural use that has not already been addressed in the GVSP EIR. Overall, impacts on agricultural resources would remain and would be similar to that which was anticipated to occur under the GVSP EIR. The project would not involve the conversion of farmland that was not previously

evaluated in the Final EIR and no new impacts would occur. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the GVSP and would continue to remain applicable if the project is approved.

- Mitigation Measure 4.6.3.2: Agricultural Resource Considerations (see p. 4-58 of the GVSP Final EIR (Appendix A) and pp. 5- 13 and 5-14 of the GVSP MMRP (Appendix C).

The Final EIR concluded that impacts related to the elimination of agricultural resources would be significant and unavoidable. This conclusion would not change with implementation of the project.

Programmatic Analysis of Other Land Use Changes Checklist Questions a-e)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the overall land use types within the overall GVSP area. The 1990 EIR for the GVSP concluded the GVSP project would result in a significant and unavoidable impact related to Important Farmland despite implementation of mitigation measures. With the adoption of the GVSP in 1990, the City imposed land use designations in the GVSP area were changed from agricultural designations to non-agricultural designations (residential, commercial, industrial). However, the project site remains designated Farmland of Statewide Importance and Local Importance under the California Department of Conservation Important Farmland Mapping and Monitoring Program (CA Department of Conservation 2016). No additional lands zoned for agriculture and no lands subject to the Williamson Act would be affected by the project. No new significant impacts or substantially more severe impacts have been identified for those components of the project evaluated at the program level of detail. The findings of the GVSP EIR remain valid. No further analysis is required.

Conclusion

Since the GVSP EIR was certified, no new circumstances have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR remain valid and implementation of the project would not result in any new significant impacts associated with agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
3. Air Quality. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, impact remains less than significant.
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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, mitigation has been updated. Impact remains significant and unavoidable.
c) Expose sensitive receptors to substantial pollutant concentrations?	Not analyzed.	No	No	Yes, impact is less than significant.
d) Result in other emissions, such as odors, that adversely affect a substantial number of people?	Page 4-98 of the GVSP FEIR	No	No	Yes, impact is less than significant.

4.3.1 Discussion

Since certification of the GVSP FEIR, a California Supreme Court decision has resulted in changes to CEQA with regard to the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions, as concluded by the California Supreme Court (see California Building Industry Association v. Bay Area Air Quality Management District [2015] 62 Cal.4th 369, 377 ["we conclude that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users."]). Changes to the CEQA Guidelines were adopted in December 2018. As noted in the Bay Area Air Quality Management District's revised CEQA thresholds of significance, local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of emissions specified. However, a discussion of this issue is included herein for disclosure purposes.

Since the certification of the 1990 EIR, the California Supreme Court also issued a ruling in Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 regarding an air quality analysis prepared for the Friant Ranch Development Project EIR in December 2018. The Court asserted that the air quality analysis performed for the project did not adequately explain the nature and magnitude of long-term air quality impacts from emissions of criteria pollutants and ozone precursors. The Court held that the EIR lacked "sufficient detail to enable those who did not participate in its preparation to understand and consider meaningfully the issues the proposed project raises."

The Court expressed the need to determine whether there was a connection between the significant project emissions and the human health impacts associated with such emissions. According to the Court, one pathway would be to estimate the level of ozone that would be produced from the project, measure to what extent human health

would be affected, and describe where daily exceedances of the NAAQS and CAAQS would occur in an air basin. This detailed approach to modeling is founded on the assumption that such an exercise would produce estimates of meaningful accuracy.

In response to this recent court case, a discussion of the development of air quality thresholds of significance for criteria pollutants and ozone precursors and their connection to attainment of the NAAQS and CAAQS, as well as a discussion of the applicability of regional air pollution modeling is provided below.

Typically, air districts develop thresholds of significance for CEQA evaluation (summarized below) in consideration of maintaining or achieving attainment under the NAAQS and CAAQS for the geographical area they oversee (long-term regional air quality planning). These thresholds are tied to an air district in nonattainment's SIP for criteria air pollutants within a cumulative context. These SIPs are submitted to the CARB and contain an inventory of existing ambient air pollutant concentrations and, if applicable, a suite of measures to reduce air pollution and a projected date of achieving attainment under the NAAQS and CAAQS. Air quality plans identify a budget that accounts for new, future sources of pollution from land use development and stationary sources. These budgets inform the development of CEQA thresholds of significance and represent an allowable level of pollution that, when emitted in volumes below such thresholds, would not conflict with an air district's long-term regional air quality planning or attainment date.

The NAAQS and CAAQS represent concentrations of criteria air pollutants protective of human health and are substantiated by extensive scientific evidence. EPA and CARB recognize that ambient air quality below these concentrations would not cause adverse health impacts to exposed receptors. In connecting an air district's (e.g., SCAQMD) thresholds of significance to its anticipated date of attainment, projects that demonstrate levels of construction and/or operational emissions below the applicable thresholds would be consistent with long-term regional planning efforts. These projects would not result in emissions that would conflict with an area achieving future attainment status under the NAAQS and CAAQS as outlined by an applicable air quality plan.

Similarly, projects that demonstrate emissions levels in exceedance of an applicable threshold could contribute to the continued nonattainment designation of a region or potentially degrade a region from attainment to nonattainment resulting in acute or chronic respiratory and cardiovascular illness associated with exposure to concentrations of criteria air pollutants above what the EPA and the CARB consider safe. Symptoms can include coughing, difficulty breathing, chest pain, eye and throat irritation and, in extreme cases, death caused by exacerbation of existing respiratory and cardiovascular disease, cancer, and impaired immune and lung function.

However, the exact location and magnitude of specific health impacts that could occur as a result of individual project-level construction- or operation-related emissions is infeasible to model with a high degree of accuracy. While dispersion modeling of project-generated PM may be conducted to evaluate resulting ground-level concentrations, the secondary formation of PM is similar to the complexity of ozone formation, and localized impacts of directly emitted PM do not always equate to local PM concentrations due to the transport of emissions. Ozone is a secondary pollutant formed from the oxidation of ROG and NO_X in the presence of sunlight. Rates of ozone formation are a function of a variety of complex physical factors, including topography, building influences on air flow (e.g., downwash), ROG and NO_X concentration ratios, multiple meteorological conditions, and sunlight exposure (Seinfeld and Pandis 1996:298). For example, rates of ozone formation are highest in elevated temperatures and when the ratio of ROG to NOX is 5.5:1. When temperatures are lower and this ratio shifts, rates of ozone formation are stunted (Seinfeld and Pandis 1996:299–300). In addition, ROG emissions are composed of many compounds that have different levels of reactivity leading to ozone formation. Methane, for instance, is the most common ROG compound, yet it has one of the lowest reactivity potentials (Seinfeld and Pandis 1996:309, 312). Moreover, some groups may develop more severe health impacts than others. For instance, infants, children, the elderly, and individuals with preexisting medical conditions are more susceptible to developing illnesses from exposure to air pollutants.

Notably, during the litigation process in the Friant Ranch case, the San Joaquin Valley Air Pollution Control District (SJVAPCD) submitted an amicus curiae brief that provided scientific context and expert opinion regarding the feasibility of performing regional dispersion modeling for ozone. In the brief, the SJVAPCD states that "CEQA does

not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." The SJVAPCD reiterates that (SJVAPCD 2015):

> the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the [SJVAB] can accommodate without affecting the attainment date for the NAAQS. The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources must 'offset' their emissions…Thus the CEQA air quality analysis for criteria air pollutants is not really localized, project-level impact analysis but one of regional 'cumulative impacts.'

The brief asserts that these CEQA thresholds of significance are not intended to be applied such that any localized human health impact associated with a project's emissions could be identified. Rather, CEQA thresholds of significance are used to determine whether a project's emissions would obstruct a region's capability of attaining the NAAQS and CAAQS according to the emissions inventory prepared in a SIP, which is then submitted and reviewed by CARB and EPA. This sentiment is corroborated in an additional brief submitted by the SCAQMD (SCAQMD 2015).

The SCAQMD has not developed a dispersion model to evaluate resulting human health impacts for project-level emissions with resulting concentrations of ozone precursors within the South Coast Air Basin (SCAB). It is foreseeable that such a model could be developed to quantify potential human health impacts in connection with locations of nonattainment of an air basin; however, at the time of writing this addendum, the SCAQMD has not developed a model nor endorsed an existing model.

As summarized above, the SCAQMD has established daily mass emissions thresholds of significance for project-level emissions. These mass emissions thresholds are developed in consideration of long-term air quality planning within the SCAB. However, simply exceeding these emissions thresholds are not intended to be used to predict specific adverse human health outcomes. For instance, the degree or severity of an adverse health outcome is not determined solely based on exposure to a certain concentration of a criteria air pollutant as other factors such as age, genetics, preexisting conditions, proximity to existing sources of pollution, and exposure period would also contribute to an individual's susceptibility to be adversely affected by air pollution. This information is private and not available to a lead agency and, thus, cannot be included in a model to qualitatively predict future health impacts in the context of exposure to concentrations of air pollution in exceedance of an AAQS.

However, the NAAQS and CAAQS were developed in consideration of ample scientific research indicating that human health impacts may occur from exposure to certain concentrations of criteria air pollutants; therefore, a correlation between a violation of an AAQS and adverse health impacts can be made if a specific exceedance can be identified. Thus, for the reasons stated above, human health impacts are evaluated qualitatively rather than quantitatively due to inherent uncertainty pertaining to a particular individual's vulnerability to air pollution.

Substantial changes have occurred to the environmental and regulatory setting related to air quality, described in the Final EIR Section 4.9, Air Quality, since certification of the Final EIR in 1990. Regulatory updates to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) have occurred since 1990. The most recent standards are summarized below in Table 4.3-1. Notably, the U.S. Environmental Protection Agency (EPA) updated the lead and 8-hour ozone NAAQS in 2008 to 0.15 micrograms per cubic meter and 0.075 parts per million (ppm), respectively. The 8-hour ozone NAAQS was additionally updated in 2015 to 0.070 ppm (EPA 2016). Additionally, the California Air Resources Board (CARB) adopted revisions to the respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) CAAQS in 2002. The CARB further revised the ozone and nitrogen dioxide (NO_2) CAAQS in 2006 and 2008, respectively (CARB 2016).

In consideration of the regulatory changes that have occurred at the federal and state level, as well as new sources of criteria air pollutant and ozone precursor emissions associated with new stationary and land use development, mobile source emissions associated with statewide and regional population growth, the attainment status of Riverside County has changed since the certification of the GVSP FEIR in 1990. Table 4.3-2 below summarizes the most recent attainment status of Riverside County. Notably, the western portion of Riverside County exists within the boundaries of the SCAB and the eastern portion of Riverside County is located within the Salton Sea Air Basin. The attainment status provided within this table is reflective of the western portion of Riverside County within the SCAB, where the GVSP is located.

Table 4.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	—	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

a California-standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

Sources: EPA 2016, CARB 2016

Table 4.3-2 Attainment Status Designations for Riverside County[1]

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	—	Nonattainment (1-hour) Classification-Serious[2]
	Nonattainment (8-hour)[3] Classification=Extreme	Nonattainment (8-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
	—	Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	—
	Nonattainment (Annual)	Nonattainment (Annual)
Carbon monoxide (CO)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)[4]	Unclassified/Attainment (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (Particulate)	Unclassified/Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

[1] The western portion of Riverside County exists within the boundaries of the South Coast Air Basin and eastern portion of Riverside County is located within the Salton Sea Air Basin. The attainment status provided within this table is reflective of the western portion of Riverside County within the South Coast Air Basin, where the project site is located.

[2] Per Health and Safety Code (HSC) Section 40921.5(c), the classification is based on 1989–1991 data, and therefore does not change.

[3] 2015 Standard.

[4] 2010 Standard.

Sources: CARB 2018, EPA 2020

Since certification of the GVSP FEIR in 1990, the EPA and the U.S. Department of Transportation issued final rules to reduce air pollution and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 Federal Register [FR] 62624) in 2012. These rules would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630).

However, on April 2, 2018, the EPA administrator announced a final determination that the current standards should be revised. On August 2, 2018, the U.S. Department of Transportation and the EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE standards for passenger cars and light-duty trucks through retaining the current model year 2020 standards through model year 2026 and establish new standards covering model years 2021 through 2026 (NHTSA 2018).

The CAA grants California the ability to enact and enforce more strict fuel economy standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to the EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revokes California's existing waiver to establish a nation-wide standard (84 FR 51310). At the time of preparing this environmental document, the implications of the SAFE Rule on California's future emissions are contingent upon a variety of unknown factors, including the outcome of legal challenges.

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current

California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The CEC estimates that the combination of required energy-efficiency features and mandatory solar panels in the 2019 California Energy Code will result in new residential buildings that use 53 percent less energy than those designed to meet the 2016 California Energy Code. The CEC also estimates that the 2019 California Energy Code will result in new commercial buildings that use 30 percent less energy than those designed to meet the 2016 standards, primarily through the transition to high-efficiency lighting (CEC 2018).

The Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2020 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy related to air quality would apply to the GVSP.

- **Policy X.B:** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

Additionally, since the certification of the GVSP FEIR in 1990, the South Coast Air Quality Management District (SCAQMD), the air district that oversees regional air quality planning in the SCAB, prepared and submitted to the CARB the 2016 Air Quality Management Plan (AQMP), which includes integrated strategies and measures needed to meet the NAAQS for which the SCAB is in nonattainment (SCAQMD 2016). Previous AQMPs included the 2012 AQMP for the 24-hr PM2.5 standard along with early action measures to meet the 8-hr ozone standard.

SCAQMD also published the CEQA Air Quality Handbook (Handbook) in April 1993, making minor revisions in November 1993. The Handbook includes daily mass emissions thresholds for construction and operational emissions of criteria air pollutants. In 2006, SCAQMD adopted Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative I-4. Based on this new guidance, the thresholds of significance used to evaluate the GVSP's impact on air quality have been revised. Per Appendix G of the State CEQA Guidelines and SCAQMD recommendations, the GVSP would have a significant impact on air quality resources if the project would:

- generate construction emissions in exceedance of SCAQMD's daily mass emissions thresholds of 75 pounds per day (lb/day) of volatile organic compounds (VOCs), 100 lb/day of oxides of nitrogen (NO_X), 150 lb/day of PM_{10}, 55 lb/day of $PM_{2.5}$, 150 lb/day of sulfur oxides (SO_X), 550 lb/day of carbon monoxide (CO), and 3 lb/day of lead;
- generate operational emissions in exceedance of SCAQMD's daily mass emissions thresholds of 55 pounds per day (lb/day) of VOCs, 55 lb/day of NO_X, 150 lb/day of PM_{10}, 55 lb/day of $PM_{2.5}$, 150 lb/day of SO_X, 550 lb/day of CO, and 3 lb/day of lead;
- expose the sensitive receptors to substantial levels of toxic air contaminants (TACs) so that the probability of contracting cancer for the Maximally Exposed Individual exceeds 10 in 1 million or an acute or chronic Hazard Index that equals or exceeds 1 for the Maximally Exposed Individual for non-carcinogens.
- creates an odor nuisance pursuant to SCAQMD Rule 402

Since the certification of the GVSP FEIR in 1990, new methodologies pertaining to the quantification of criteria air pollutants have been developed. In California Emissions Estimator Program (CalEEMod) Version 2016.3.2 was published in 2016 and is recommended for use in quantifying criteria air pollutants and ozone precursors by SCAQMD and other air districts in the state (CAPCOA 2017).

See the discussion below under checklist Section 4.8, "Greenhouse Gas Emissions," for a discussion of regulatory changes related to greenhouse gas (GHG) emissions.

The following discussion summarizes new air quality information and compares this information to the analysis presented in the GVSP Final EIR (see Appendix A).

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

Consistency of the GVSP with the Air Quality Management Plan (AQMP) developed by the SCAQMD for the SCAB is discussed on pages 4-97 through 4-99 of the GVSP EIR. The project relates to the AQMP through the land use and growth assumptions used to forecast automotive air pollutant emissions. The GVSP's consistency with the AQMP is

tied to whether a developed condition for the project site was considered in the AQMP. The AQMP that was in effect at the time that the FEIR was certified was the 1989 AQMP. The Final EIR concluded that the GVSP was consistent with the growth projections for the City of Perris and Riverside County.

As discussed above, Since the Final EIR was certified in 1990, the SCAQMD has adopted several newer AQMP's, the most recent of these is the 2016 AQMP. The land uses envisioned in the approved GVSP as reflected in the City of Perris 2030 General Plan have been taken into account for the regional growth projections for the current AQMP.

Consistency of new general development projects with this AQMP is also based on regional growth forecasts. The project would not provide for any growth within the GVSP area that was not already approved by the City of Perris and taken into account for the regional growth projections for the current AQMP. Therefore, the project would not conflict with or obstruct implementation of the current AQMP. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Construction Emissions

The GVSP FEIR evaluated short-term construction emissions of criteria air pollutants (pages 4-97 through 4-98). Based on a 10-year buildout period, the GVSP FEIR estimated that construction of the GVSP would generate maximum emissions of reactive organic gases (ROG) of 114.7 lb/day, NO_X of 1,082.7 lb/day, CO of 293.7 lb/day, exhaust PM_{10} of 47.9 lb/day, and SO_X of 91.5 lb/day. At the time of certification of the GVSP FEIR, SCAQMD did not have any adopted thresholds for determining the significance of construction emissions, and the GVSP determined that although daily NO_X emissions would be substantial, the mobile nature of the construction equipment would prevent any localized violation of a NO_X ambient air quality standard (AAQS). Nevertheless, construction mitigation was recommended and determined to reduce impacts, but not to a less-than-significant level. Construction generated emissions were found to be significant and unavoidable.

Based on the updates to the regulatory and environmental settings summarized above, the proposed changes to the GVSP evaluated herein in this environmental checklist have been estimated. Short-term emissions from project construction were evaluated using CalEEMod based on engineering estimates for construction timing and equipment information. The estimated construction period for the project is approximately 4 years and 10 months, beginning no sooner than March 2021. Where project-specific information was unavailable, the default parameters within CalEEMod were used and these default values generally reflect a worst-case scenario, which means that project emissions are expected to be equal to or less than the estimated emissions.

Table 4.3-3 below summarizes the unmitigated peak daily emissions associated with each phase and year of construction. Detailed modeling assumptions can be found in 2020 Air Quality Technical Memorandum included as Appendix E of this addendum.

As shown in Table 4.3-3, the emissions from construction of the project would be below the SCAQMD's daily mass emissions thresholds with the exception of NO_X during grading phasing. While these levels of NO_X emissions could contribute to the formation of ground-level ozone within the SCAB and could cause adverse human health outcomes; this same impact was present when the GVSP was approved. Therefore, this would not be a new significant impact. Nevertheless, updated mitigation has been recommended to reduce construction-generated NO_X emissions. Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce NO_X emissions to below the SCAQMD's daily mass emissions thresholds and would, therefore, reduce this impact to a less-than-significant level.

Table 4.3-3 Unmitigated Maximum Daily Construction Emissions of Criteria Air Pollutants and Ozone Precursors (2021–2025)

Activity	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM10 (lb/day)	$PM_{2.5}$ (lb/day)
Grading - 2021	16.18	**223.75**	**109.71**	**0.41**	16.91	**9.98**
Grading - 2022	14.34	195.5	102.12	0.41	18.08	9.54
Building Construction - 2022	**6.65**	42.66	58.90	0.16	10.30	3.85
Building Construction – 2023	6.13	37.33	56.62	0.15	10.07	3.63
Building Construction – 2024	5.76	35.42	55.07	0.15	9.90	3.47
Building Construction – 2025	5.40	33.42	53.39	0.15	9.72	3.30
Paving - 2022	**3.40**	22.46	29.70	0.05	1.32	1.09
Architectural Coatings – 2022	**14.51**	7.86	14.45	0.03	2.01	0.86
Architectural Coatings – 2023	14.40	7.27	14.07	0.03	1.95	0.80
Architectural Coatings – 2024	14.31	6.79	13.79	0.03	1.90	0.75
Architectural Coatings – 2025	14.23	6.37	13.48	0.03	1.85	0.70
Maximum[1]	**24.56**	**223.75**	**109.71**	**0.41**	**18.08**	**9.98**
SCAQMD Screening Criteria	75	100	550	150	150	55
Exceeds Screening Criteria?	No	Yes	No	No	No	No

Notes: lb/day = pounds per day, VOC = volatile organic compounds, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Quality Management District

[1] Maximum emissions would be greater if either: 1) grading alone, 2) building construction, paving, and architectural coatings in 2022, 3) building construction and architectural coatings in 2023, 4) building construction and architectural coatings in 2024, or 5) building construction and architectural coatings 2025 would overlap. Maximum emissions are shown in bold.

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

Operational Emissions

The GVSP FEIR evaluated long-term mobile source operational emissions of criteria air pollutants (pages 4-98 through 4-99). The GVSP FEIR did not evaluate other operational sources of criteria air pollutants such as the combustion of natural gas, electricity consumption, use of consumer products and landscaping equipment, and periodic application of architectural coatings. The GVSP FEIR approximated that at full project buildout, the GVSP would generate over 100,000 daily vehicle trips; based on typical vehicle behavior in Riverside County at that time, this number was extrapolated to be about 640,000 vehicle miles traveled (VMT) per day. Based on the analysis performed in the GVSP FEIR, mobile source emissions associated with the GVSP would contribute 7.33 tons per day (tpy) of CO, 0.61 tpy of ROG, and 0.94 tpy of NO_X. At the time of writing the GVSP, the SCAQMD did not have adopted quantitative thresholds of significance, and these levels of emissions were determined to be potentially significant.

However, the GVSP FEIR reviewed the aforementioned level of mobile source emissions in the context of regional growth within the SCAG's regional growth forecast for Riverside County. In that context, the GVSP FEIR found that the GVSP was consistent with SCAG's regional growth assumptions and would, therefore, provide necessary housing and jobs to meet that projected growth. Mobile source air quality impacts were found to be reduced by demonstrating consistency with SCAG's regional growth model. Nevertheless, mobile source mitigation was recommended and determined to reduce impacts, but not to a less-than-significant level. Mobile source-generated emissions were found to be significant and unavoidable.

Based on the updates to the regulatory and environmental settings summarized above, the proposed changes to the GVSP evaluated in this environmental checklist have been estimated. Unlike the analysis performed in the GVSP FEIR, operational emissions encompass energy and area sources in addition to mobile source emissions.

For the purpose of this analysis, the project was assumed to be fully operational in 2025. Mobile source emissions refer to on-road motor vehicle emissions generated by project-related traffic and are based on the trip generation provided in the project-specific traffic impact analysis (TIA) and VMT analysis (included as Appendices K and L to this addendum). These data were used to estimate an average trip length of approximately 12.09 miles.

Area source emissions from the project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults were utilized with the exception of fireplaces, which were assumed to be natural gas per Rule 445. To be conservative, each dwelling unit was assumed to have a fireplace. The project's energy emissions were adjusted to reflect the improvements expected from 2019 Title 24 standards, which became effective January 1, 2020. In addition, as a project design feature, each dwelling unit is assumed to include energy star-rated appliances (dishwasher, clothes-washer, and refrigerator).

Table 4.3-4 below summarizes the unmitigated peak daily summer emissions associated with full buildout of the project in 2025. Detailed modeling assumptions can be found in the 2020 Air Quality Technical Memorandum included as Appendix E of this addendum. The calculated peak daily winter emissions identified in the 2020 Air Quality Technical Memorandum are slightly lower than these peak daily summer emissions.

Table 4.3-4 Unmitigated Maximum Daily Operational Emissions of Criteria Air Pollutants and Ozone Precursors at Full Buildout (2025)

Sector	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Area	42.94	21.80	111.23	0.14	2.24	2.24
Energy	0.77	6.59	2.80	0.04	0.53	0.53
Mobile	16.93	105.15	233.05	1.13	95.65	25.99
Total	**60.64**	**133.54**	**347.08**	**1.31**	**98.42**	**28.76**
SCAQMD Screening Criteria	55	55	550	150	150	55
Exceeds Screening Criteria?	Yes	Yes	No	No	No	No

Notes: lb/day = pounds per day, VOC = volatile organic compounds, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Quality Management District

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

As shown in Table 4.3-4, the project would generate emissions of VOCs and NO_X in exceedance of the SCAQMD's mass emissions thresholds for operation. These levels of VOC and NO_X emissions could contribute to the formation of ground-level ozone within the SCAB and could cause adverse human health outcomes. This was identified as a significant impact in the GVSP FEIR. The mitigation adopted with the GVSP FEIR would continue to apply to the project; however, as described in the GVSP FEIR, the mitigation would not be sufficient to reduce impacts to a less-than-significant level and would remain significant and unavoidable. Nonetheless, the project would not result in a new or substantially more severe impact than what was identified in the GVSP FEIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

The GVSP FEIR was prepared prior to the SCAQMD's adoption of LSTs in 2005. The LSTs were developed in consideration of the SCAQMD's environmental justice project for use by public agencies to determine whether a project would generate significant adverse localized air quality impacts. Consistent with LTS methodology, construction-related emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from onsite sources and vendor/worker trips associated with the project were analyzed. Because the project site does not include stationary sources or land uses that attract mobile source activity resulting in long periods of vehicle idling, a long-term, operation-related LST analysis was not prepared.

Table 4.3-5 below summarizes the unmitigated LSTs results for daily construction emissions. Detailed modeling assumptions can be found in the 2020 Air Quality Technical Memorandum included as Appendix E of this addendum.

Table 4.3-5 Unmitigated Local Significance Thresholds for Daily Construction Emissions (2021–2025)

Activity	NOX (lb/day)	CO (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Grading - 2021	**167.3**	**101.1**	**12.8**	**8.8**
Grading - 2022	142.5	93.9	11.8	7.8
Building Construction - 2022	29.4	33.0	1.6	1.5
Building Construction – 2023	27.1	32.8	1.3	1.3
Building Construction – 2024	25.4	32.7	1.2	1.1
Building Construction – 2025	23.6	32.5	1.0	0.9
Paving - 2022	22.3	29.2	1.1	1.0
Architectural Coatings – 2022	7.5	9.7	0.4	0.4
Architectural Coatings – 2023	7.0	9.7	0.4	0.4
Architectural Coatings – 2024	6.5	9.7	0.3	0.3
Architectural Coatings – 2025	6.1	9.7	0.3	0.3
Maximum[1]	**167.3**	**1,577**	**13**	**8.8**
SCAQMD Screening Criteria	**270**	**101.1**	**12.8**	**8**
Exceeds Screening Criteria?	No	No	No	Yes

Notes: lb/day = pounds per day, VOC = volatile organic compounds, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Quality Management District

[1] Maximum emissions would be greater if either: 1) grading alone, 2) building construction, paving, and architectural coatings in 2022, 3) building construction and architectural coatings in 2023, 4) building construction and architectural coatings in 2024, or 5) building construction and architectural coatings 2025 would overlap. Maximum emissions are shown in bold.

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

As shown in Table 4.3-5 above, emissions from construction of each phase of the project would be below the LST established by the SCAQMD for NO_X, CO, and PM_{10}; however, the LST for $PM_{2.5}$ would be exceeded in 2021. This impact was not identified in the GVSP FEIR, because the methodology to evaluate LST's was adopted after the GVSP FEIR was certified. However, the emissions/pollutants that result in localized air quality impacts were well known and could have been evaluated. It would be expected that because the project is of similar area, and the number of units is reduced compared to that previously approved, that the LST impacts for the approved GVSP project would have been the same or greater than the project and would have required mitigation to reduce impacts. This would not be a new significant impact as compared to what could have been identified in the GVSP Final EIR. Nonetheless, the suite of air quality mitigation measures has been updated to reduce localized $PM_{2.5}$ emissions. Implementation of Mitigation Measures AQ-1 would reduce $PM_{2.5}$ emissions to below the SCAQMD's LSTs and would, therefore, reduce this impact to a less-than-significant level.

Roadway CO Hots Spots

The GVSP FEIR evaluated potential CO hot spot impacts on page 4-99. A CO "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

The GVSP FEIR used the California Roadway Dispersion model CALINE4 to assess peak hour traffic levels assuming levels of service (LOS) ranging from "C" to "F." The GVSP EIR found that under worst-case circumstances, the maximum CO level achieved was 3.8 parts per million above background levels. The GVSP FEIR found that this concentration was a less-than-significant impact.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections (2003 AQMP Appendix V, p. V-4-32). Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA)12 evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic (MTA, Exhibit 2-5 and 2-6). This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Considering Project-related traffic at full build-out as well as existing conditions, ambient growth, and cumulative project traffic, the highest average daily trips would be 46,320 trips at the intersection of A Street and 4th Street, which is lower than the values studied by SCAQMD. Therefore, it can reasonably be concluded that project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the project would yield higher CO concentrations if modeled in detail. Thus, the project would not result in CO hot spots and the project would not result in any new significant impacts or substantially more severe impacts. Accordingly, the findings of the GVSP FEIR remain valid and no further analysis is required.

Toxic Air Contaminants (TAC)

The GVSP FEIR did not evaluate potential TAC emissions associated with the GVSP; therefore, potential exposure of sensitive receptors to substantial TAC concentrations is qualitatively evaluated in this addendum. The project would not result in the long-term operation of any stationary sources of TACs, such as backup diesel generators, or regular and frequent visits by diesel-powered haul trucks. Project construction, however, would involve the use of diesel PM–emitting off-road construction equipment.

Construction-related activities would result in temporary, intermittent emissions of diesel PM from the exhaust of heavy-duty off-road diesel equipment used for grading, utilities installation, paving, building construction, and the application of architectural coatings. On-road, diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they do not operate at a single location for extended periods and, therefore, would not expose a single receptor to excessive diesel PM emissions. This analysis focuses primarily on heavy-duty construction equipment used onsite that may affect nearby offsite land uses.

Particulate exhaust from diesel-fueled engines (i.e., diesel PM) was identified as a TAC by CARB in 1998. The potential cancer risk from inhaling diesel PM outweighs the potential for all other diesel PM–related health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003:K-1). Chronic and acute exposure to noncarcinogens is expressed as a hazard index, which is the ratio of expected exposure levels to an acceptable reference exposure level. As shown in Appendix E of this addendum maximum daily exhaust emissions of PM_{10}, which is considered a surrogate for diesel PM, could reach up to 6.7 lb/day during construction during the most intense period of construction activity. In addition, Mitigation Measure AQ-1 (summarized below) would further reduce exhaust emissions from onsite construction equipment. Mitigation Measure AQ-2 would also reduce exhaust emissions from construction-related generators.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC levels that exceed applicable standards). Dose is a function of the concentration of a substance in the environment and the duration of exposure to the substance. It is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if the exposure occurs over a longer period. According to OEHHA, health risk assessments, which determine the exposure of sensitive receptors to TACs, should be based on a 70- or 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). For this reason, it is important to consider that the use of heavy-duty off-road diesel equipment would be limited to the approximate 5-year construction period.

In addition, studies indicate that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (e.g., 500 feet from a freeway, the concentration of diesel PM decreases by 70 percent) (Roorda-Knape et al. 1999; Zhu et al. 2002, cited in CARB 2005). The nearest offsite sensitive receptors, residential neighborhoods, are located immediately south and southwest of the project site.

Considering the highly dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated at any single place during project construction, and the relatively short period during which diesel PM-emitting construction activity would take place, construction-related TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a hazard index of 1.0 or greater As a result, this impact would be less than significant.

d) Result in other emissions, such as odors, that adversely affect a substantial number of people?

The GVSP FEIR did not evaluate potential odor impacts associated with the GVSP; therefore, potential odor impacts are evaluated in this addendum. Minor odors from the use of heavy-duty diesel equipment, and the laying of asphalt during project related construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. While construction would occur intermittently over an approximately 5-year buildout period, these types of odor-generating activities would not occur at any single location, or within proximity to offsite receptors, for an extended period of time. Given the temporary and intermittent nature of construction activities within specific locations in the project area (i.e., construction does not occur in any one part of the plan area during the 5-year buildout period) and that the prevailing wind direction is from the south which would likely keep odor emissions away from adjacent existing land uses, project construction is not anticipated to result in an odor-related impact during the construction phase of the project.

Operation of residential land uses would not generate substantial objectionable odors. The proposed residential structures would contain uses that are common in the surrounding urbanized area (e.g., other residences). No major odor sources (i.e., dairy, wastewater treatment plant, landfill, etc.) exist in the immediate vicinity of the project site. Therefore, the implementation of the project would not result in exposure of a substantial number of people to objectionable odors. This impact would be less than significant.

Mitigation Measures

The following mitigation measures were referenced in the GVSP FEIR on page 4-100 and would continue to apply to the project.

Fugitive Dust: Implement fugitive dust control measures during construction as required by SCAQMD Rules 402 and 402.

Mobile Sources: Implement transportation control measures.

The following additional mitigation measures are proposed to be added to those approved with the GVSP FEIR (see Mitigation Measures on pp. 4-100 and 4-101 of the GVSP Final EIR in Appendix A of this Addendum).

Mitigation Measure AQ-1: Use of Tier 4 Standards for All Heavy-Duty, Off-Road Construction Equipment with a Horsepower Rating Equal or Greater than 50

During grading activities, all heavy-duty off-road construction equipment, greater than or equal to 50 horsepower, shall be certified to meet or exceed the United States Environmental Protection Agency (USEPA) Tier 4 standards. Proof of compliance shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit. An exemption from these requirements may be granted by the City in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Riverside/San Diego County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other construction equipment.

Mitigation Measure AQ-2: Electrification of Diesel- or Gasoline-Powered Generators

Where feasible, electricity from power poles will be used instead of temporary diesel or gasoline powered generators. Feasibility, for purposes of this mitigation measure, shall be determined by the City of Perris Building Division, in consultation with the construction team, prior to issuance of grading permits.

Mitigation Measure AQ-3: Maintain Equipment Conditions Consistent with Manufacturers' Specifications

During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

Mitigation Measure AQ-4: Minimize Vehicle and Truck Idling Time

All project construction contractors and their employees shall minimize vehicle and truck idling time during construction through the implementation of traffic control measures (e.g., including turn lanes during construction activities, scheduling of construction activities to minimize congestion, parking configuration to minimize traffic interference). Prior to issuance of grading permits, a traffic control plan detailing the traffic control measures shall be reviewed and approved by the City of Perris Building Division.

Conclusion

Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce construction NO_X and $PM_{2.5}$ emissions and other criteria air pollutants. Table 4.3-6 below summarizes the mitigated peak daily emissions associated with each phase and year of construction. Detailed modeling assumptions can be found in the 2020 Air Quality Technical Memorandum included as Appendix E of this addendum.

Table 4.3-6 Mitigated Maximum Daily Construction Emissions of Criteria Air Pollutants and Ozone Precursors (2021–2025)

Activity	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Grading - 2021	5.16	**77.31**	**136.33**	**0.41**	11.18	4.74
Grading - 2022	4.99	72.73	135.89	0.41	13.32	5.19
Building Construction - 2022	**6.65**	42.66	58.90	0.16	**10.30**	**3.85**
Building Construction – 2023	6.13	37.33	56.62	0.15	10.07	3.63
Building Construction – 2024	5.76	35.42	55.07	0.15	9.90	3.47
Building Construction – 2025	5.40	33.42	53.39	0.15	9.72	3.30
Paving - 2022	3.40	22.46	29.70	0.05	**1.32**	**1.09**
Architectural Coatings – 2022	**14.51**	7.86	14.45	0.03	**2.01**	**0.86**
Architectural Coatings – 2023	14.40	7.27	14.07	0.03	1.95	0.80
Architectural Coatings – 2024	14.31	6.79	13.79	0.03	1.90	0.75
Architectural Coatings – 2025	14.23	6.37	13.48	0.03	1.85	0.70
Maximum[1]	**24.56**	**77.31**	**136.33**	**0.41**	**13.63**	**5.80**
SCAQMD Screening Criteria	75	100	550	150	150	55
Exceeds Screening Criteria?	No	No	No	No	No	No

Notes: lb/day = pounds per day, VOC = volatile organic compounds, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Quality Management District

[1] Maximum emissions would be greater if either: 1) grading alone, 2) building construction, paving, and architectural coatings in 2022, 3) building construction and architectural coatings in 2023, 4) building construction and architectural coatings in 2024, or 5) building construction and architectural coatings 2025 would overlap. Maximum emissions are shown in bold.

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

Implementation of Mitigation Measure AQ-1 would further reduce localized emissions of $PM_{2.5}$. These reductions are summarized in Table 4.3-7 below.

Table 4.3-7 Unmitigated Local Significance Thresholds for Daily Construction Emissions (2021–2022)

Activity	NO_X (lb/day)	CO (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Grading - 2021	20.9	127.7	7.1	3.6
Grading - 2022	20.0	127.7	7.1	3.5
SCAQMD Screening Criteria	**270**	**1,577**	**13**	**8**
Exceeds Screening Criteria?	No	No	No	No

Notes: lb/day = pounds per day, VOC = volatile organic compounds, NO_X = oxides of nitrogen, CO = carbon monoxide, SO_X = sulfur oxides, PM_{10} = respirable particulate matter, $PM_{2.5}$ = fine particulate matter, SCAQMD = South Coast Air Quality Management District

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

Based on these reductions in NO_X and $PM_{2.5}$, construction emissions would be reduced to a less-than-significant level. However, operational emissions would continue to be significant and unavoidable as identified in the GVSP FEIR. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
4.	**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?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes, mitigation has been updated
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes
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?	Environmental Setting p. 4-20 Impacts pp. 4-27 to 4-29	No	No	Yes
d)	Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Environmental Setting p. 4-20 Impacts pp. 4-28	No	No	Yes
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Environmental Setting p. 4-27 Impacts pp. 4-28 to 4-29	No	No	NA
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?	Impacts p. 4-29	No	No	NA
g)	Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Environmental Setting p. 4-20 No Impact	No	No	NA

4.4.1 Discussion

The Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2020 General Plan includes the land use and development assumptions of the GVSP as an approved project, and two policies for the protection of biological resources that apply to the GVSP.

- **Policy II.A:** Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
- **Policy III.A:** Review all public and private development and construction projects and any other land use plans or activities within the Multiple Species Habitat Conservation Plan area in accordance with the conservation criteria procedures and mitigation requirements set forth in the Multiple Species Habitat Conservation Plan.

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which was implemented in 2003 was not in place at the time of the 1990 GVSP Final EIR. The MSHCP is divided into 16 separate Area Plans, which contain Criteria Areas that are divided into Criteria Cells that have designated "criteria." Criteria statements describe the targeted lands for acquisition within the Criteria Cell. The Phase 1B project area is located within Subunit 4 of the Mead Valley Area Plan of the MSHCP. In addition, 0.07 acre of the Phase 1B project area (Figure 2-3b) overlaps with Criteria Cell 3467. The criteria statement for this Criteria Cell describes proposed conservation as approximately 5 percent of the area of the cell focused within the northwestern corner. The criteria statement further describes the role of conservation of grassland and other habitat within the cell along the San Jacinto River as contributing to habitat linkages between other proposed conservation areas (Western Riverside County 2003).

Glenn Lukos Associates, Inc. (GLA) performed background research on biological resources and conducted 16 biological surveys of the Phase 1B project area and portions of the larger GVSP area from March 9 to August 14, 2018. These surveys included a habitat assessment and survey for general biological resources, evaluation of potential waters of the United States and waters of the State, and focused surveys for special-status species. The surveys are documented in a biological technical report prepared for the project, which is provided in Appendix F of this Addendum. The existing vegetation within the Phase 1B project area and the larger GVSP area consists primarily of agricultural and previously disturbed land, a condition not substantially different from what was described in the GSVP Final EIR.

The following discussion summarizes new biological information and compares this information to the analysis presented in the GVSP Final EIR (see Appendix A).

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 the U.S. Fish and Wildlife Service?

The GVSP Final EIR evaluated the impact of the GVSP on two special-status plant and five special-status animal species, which had the potential to occur within the GVSP area (pages 4-27 to 4-29 of the GVSP Final EIR). The 2020 biological technical report for the project (see Appendix F of this Addendum) identified 72 special-status plants and 54 special-status animals that occur within the project region through queries of the California Natural Diversity Data Base (CNDDB) and California Native Plant Society's Inventory of Rare and Endangered Plants of California. The probability that these species could occur within the Phase 1B project area, as well as their common and scientific names are presented in Table 4-2 and Table 4-3 of Appendix F. None of the special-status plant species identified in Table 4-2 of Appendix F are anticipated to occur within the Phase 1B project area due to a lack of suitable habitat within the project area, or because the species were not detected during protocol surveys (Appendix F). The following special-status animals were detected on or adjacent to the Phase 1B project area in 2018: American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, and San Diego black-tailed jackrabbit. In addition, golden eagle, northern harrier, and tricolored blackbird may use agricultural lands within the Phase 1B project area and larger GVSP area for foraging, although, these species were not detected during the 2018 surveys. Trees adjacent to the Phase 1B project area may also provide nesting habitat for raptors and roosting habitat

for pocketed free-tailed bat and western mastiff bat, although, the likelihood of these bat species using the project area is low (Appendix F).

The Phase 1B project area is within a portion of the MSHCP identified as a narrow endemic plant species survey area (NEPSSA). Focused NEPSSA surveys of the Phase 1B project area and portions of the larger GVSP area were conducted in 2018 and no special-status species were detected. Therefore, no impacts to special-status plants would result from the project beyond those disclosed in the GVSP EIR.

The GVSP EIR concluded that impacts to raptor foraging habitat would be significant and unavoidable due to the loss of a windrow of Eucalyptus trees along Murrietta Road. The Eucalyptus trees discussed in the GVSP Final EIR have since been removed from the project area (Google 2020). The 2020 biological technical report identified other Eucalyptus trees within the project area along the northern side of Watson Road. However, aerial photos of the project area from December of 2018 (Google 2020) indicate those trees have since been removed. With removal of the trees along Watson Road, the project area contains no suitable nesting habitat for common or special status raptors, or potential roosts for special-status bats.

The 2020 biological technical report indicated that the agricultural fields within the Phase 1B project area and GVSP area are suitable foraging habitat for common raptors and special-status birds that are covered species under the MSHCP. The Phase 1B project and proposed changes to land uses in the GVSP area would convert fewer acres of foraging habitat to development than was disclosed in the GVSP Final EIR. In addition, participation in the MSHCP conservation strategy would reduce the impact on covered special-status bird species (i.e., American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, golden eagle, northern harrier, and tricolored blackbird) from the loss of foraging habitat to less than significant. Therefore, the project would not result in any new significant impacts or substantially more severe impacts beyond those disclosed in the GVSP Final EIR.

The GVSP area is within an area identified in the MSHCP as a burrowing owl survey area. In burrowing owl survey areas, the MSHCP requires habitat assessment and focused surveys within areas of suitable habitat. If breeding burrowing owls are detected, the MSHCP requires that 90 percent of those portions of the property that provide long-term conservation value for the identified species be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP. Focused burrowing owl surveys of the project area in 2018 found abundant ground squirrel burrows in the northern portion of the project area that provide potential nesting habitat for burrowing owl. Also, a burrowing owl and active burrow were observed along the Watson Ditch adjacent to the project area. No evidence of breeding behavior at this burrow was observed; and, while the owl was observed foraging within portions of the project area there was no evidence that other burrows were used (Appendix F). Although the surveys of the project area in 2018, did not find evidence of breeding, the project may result in loss of eggs and young if burrowing owls are nesting within the project area during construction. This would be a new significant impact to burrowing owl beyond those disclosed in the GVSP Final EIR. The implementation of Mitigation Measure Bio-1 would avoid the loss of eggs and young by requiring pre-construction surveys for burrowing owl, and the exclusion of burrowing owls during the non-breeding season in consultation with the Regional Conservation Authority and CDFW. The implementation of Mitigation Measure Bio-1 would therefore reduce this impact to less than significant.

Surveys conducted in 2018 detected least Bell's vireo adjacent to the Phase 1B project area along the western portion of Watson Ditch, within basins further north of the ditch, and within the riparian habitat along the San Jacinto River (Appendix F). No suitable habitat for least Bell's vireo is present within the Phase 1B project area; therefore, Phase 1B would not result in any direct impacts on least Bell's vireo habitat. However, project implementation could result in adverse effects on the species including disturbances to nesting outside but adjacent to the project area. Least Bell's vireo is a covered species under the MSHCP. Through required participation in the MSHCP, the project would be required to implement measures such as focused pre-project surveys, conservation of 90 percent of occupied habitat, on the project site, and participation in the MSHCSP's conservation strategy to conserve at least 9,430 acres of suitable habitat within the MSHCP Conservation Area. Required participation in the MSHCP would reduce any impact to least Bell's vireo to less than significant. Therefore, the project would not result in new significant impacts or substantially more severe impacts to least Bell's vireo beyond those disclosed in the GVSP Final EIR.

The 2020 biological technical report indicated that the agricultural fields within the Phase 1B project area and GVSP area were suitable for nesting by common birds; however, as noted in the report, the species that would use the area for nesting are locally abundant and the potential loss of nests as a result of the Phase 1B project would not result in a substantial effect on local populations. In addition, the area where nest disturbance may occur would be less than proposed in the GVSP Final EIR. Therefore, the impact to common nesting birds is considered less than significant.

San Diego black-tailed jackrabbit was observed in the Phase 1B project area in 2018 (Appendix F). The project area contains suitable habitat for this species that would be converted to development under Phase 1B; however, the acreage of habitat converted would be less than proposed in the GVSP Final EIR. In addition, San Diego black-tailed jackrabbit is a covered species under the MSHCP. Through required project participation in the MSHCP, the Phase 1B project would contribute to the conservation of approximately 142,116 acres of suitable habitat, including linkages, within the MSHCP Conservation Area. The conservation of suitable habitat through the MSHCP would reduce any impacts to the species to less than significant. Therefore, the project would not result in new significant impacts or substantially more severe impacts to San Diego black-tailed jackrabbit.

Based on the discussion above, including the implementation of Mitigation Measure BIO-1, the project would not result in any new significant impacts or substantially more severe impacts to special-status species; therefore, the findings of the GVSP Final EIR remain valid and no further analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The GVSP Final EIR (page 4-20) concluded that all historical native plant communities had been eliminated due to many years of agricultural cultivation. The 2020 Biological Technical Report (Appendix F) also concluded that the Phase 1B project area does not support any riparian/riverine habitat, vernal pools, or any other sensitive natural community. The Phase 1B project area is composed entirely of agricultural, ruderal, and disturbed vegetation land types. Thus, the development would not affect riparian habitat or any other sensitive natural community. The project would not result in any new significant impacts or substantially more severe impacts to riparian habitat or other sensitive natural communities; therefore, the findings of the GVSP Final EIR remain valid 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?

The GVSP Final EIR (page 4-27) concluded that there would be a potentially significant impact on federally protected wetlands, because the GVSP would result in the loss of approximately one acre of wetland along Murrieta Road. A 2016 technical report (GLA 2016) concluded that the GVSP area no longer supports any federally protected wetlands, or vernal pools. The Phase 1B project would not change the open space proposed for both sides of the San Jacinto River from what was proposed in the 1990 GVSP Final EIR (Figure 2-3b).

The western portion of the evacuation channel and Line A Channel are likely jurisdictional waters (Appendix F) that run through the GVSP area but were analyzed under separate approvals. They are included in the Phase 1B project area (Figure 2-3b) for the purpose of updating the land use designations for these planning areas (PAs). Phase 1 of the construction of the Evacuation Channel was recently completed and Phase 2 of the Evacuation Channel was approved by the City. As such, the construction of this channel, which will include improvements to the eastern unvegetated portion of Watson Ditch, is not analyzed here. Although these features are in the GVSP area, the Phase 1B project does not propose any development or other work in these channels. Therefore, the project would not result in any new significant impacts or substantially more severe impacts on state or federally protected waters. Accordingly, the findings of the GVSP Final EIR remain valid 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?

The major feature of biological interest in the GVSP area is the San Jacinto River channel, which serves as a movement corridor for wildlife and is adjacent to the Phase 1B project area. The proposed Phase 1B project includes an open space area adjacent to the San Jacinto River channel. Therefore, the project would not result in new significant impacts or substantially more severe impacts, the findings of the GVSP Final EIR remain valid and no further analysis is required.

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

The GVSP Final EIR did not address any existing tree preservation policies or ordinances. The City of Perris Urban Forestry Establishment and Care Ordinance (City of Perris 2009) protects all trees, including those within the right-of-way of any city street. However, there are no trees remaining within the Phase 1B project area; the Eucalyptus trees along Murrieta Road and north of Watson road have been removed (Google 2020). Therefore, there is no potential for construction to adversely affect trees in the project area or conflict with the local ordinance protecting them. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid 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?

The Western Riverside County MSHCP was implemented in 2003, 13 years after the GVSP Final EIR was certified. The Phase 1B project will participate in the MSHCP. The GVSP area is located within Subunit 4 of the Mead Valley Area Plan of the MSHCP. The GVSP area is located within the MSHCP burrowing owl survey area, and the NEPSSA as discussed in discussion item "a," above. A small portion (0.07 acre) of the boundary for tentative tract map (TTM) 37262 within PA 10B overlaps with the southern portion of Mead Valley Area Plan Criteria Cell 3467. No development is proposed in this portion of the TTM and it would remain as open space (Figure 2-3b). This portion of the TTM would not be developed, so it would not conflict with the conservation strategy for this Criteria Cell, which is focused on conservation of grassland habitat along the San Jacinto River within the northwestern portion of the cell. Although no development is proposed within the 0.07-acre area of TTM 37262, it may be at the discretion of the Western Riverside County Regional Conservation Authority to determine whether that area may be subject to Criteria Area Plant Species Surveys, the Habitat Evaluation and Acquisition Negotiation Strategy process, and the Joint Project Review process.

As discussed above, the 2030 General Plan includes policies for the protection of biological resources that apply to the Phase 1B project that were not in place at the time of the 1990 GVSP Final EIR. Should the Phase 1B project not follow all applicable requirements of the MSHCP, including those that apply to projects on the urban/wildlands interface, the Phase 1B project would be in conflict with the applicable policies in the 2030 General Plan and the MSHCP. This conflict with the 2030 General Plan and the MSHCP would be a significant impact.

The implementation of Mitigation Measure BIO-2 would require the implementation of all applicable requirements for survey, evaluation, and review required by the MSHCP including those that apply to projects on the urban/wildlands interface (e.g., restrictions on lighting, noise, invasive plants). With implementation of Mitigation Measure BIO-2, the project would be not be in conflict with the MSHCP and the 2020 General Plan policies related to biological resources, and would therefore reduce this impact to less than significant.

g) Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?

No special-status fish species are known or have potential to occur within the portion of the San Jacinto River adjacent to the Phase 1B project area. The Phase 1B project includes an open space area at its closest point to the San Jacinto River channel (Figure 2-3b), which should reduce potential impacts of construction activities on any existing

fish resources in the river. No new significant impacts or substantially more severe impacts to fishery resources would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure updates what was approved in the GVSP EIR (see Mitigation Measure 4.4.3 on pp. 4-28 and 4-29 of the GVSP Final EIR in Appendix A of this Addendum).

Mitigation Measure BIO-1: Preconstruction burrowing owl survey.

A qualified biologist will perform a pre-construction burrowing owl survey no more than 30 days prior to the initiation of ground disturbance, and no less than 14 days prior as directed by the Burrowing Owl Survey Instructions for Western Riverside County (RCA 2006). A minimum of one survey visit will be conducted to document/confirm presence or absence of owls within the project footprint. Subsequent surveys may be necessary for areas where disturbance is to be conducted more than 30 days from the initial pre-construction surveys. If burrowing owls are detected prior to ground disturbance, a Determination of Biological Equivalent or Superior Preservation and Burrowing Owl Protection and Relocation Plan will be created subject to the approval of the Regional Conservation Authority. The Burrowing Owl Protection and Relocation Plan will require that the owls will be excluded from the site outside of the breeding season subject to the approval of the Regional Conservation Authority and CDFW.

Mitigation Measure BIO-2: Implement Applicable Requirements of the MSHCP.

As the permittee under the MSHCP, the City of Perris shall ensure that the Phase 1B project participates in the MSHCP and implement all applicable requirements for survey, evaluation, and review required by the MSHCP. These requirements shall include those that apply to projects on the urban/wildlands interface (Section 6.1.4 in Western Riverside County 2003) to avoid indirect impacts to MSHCP Conservation Areas (e.g., restrictions on lighting, noise, invasive plants) that may be established within Criteria Cell 3467, an area located directly adjacent and to the north of the Phase 1b project area.

Programmatic Analysis of Other Land Use Changes Checklist Questions a-g)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the overall land use types within the overall GVSP area. The 1990 EIR for the GVSP concluded the GVSP project would result in significant and unavoidable impacts related to biological resources despite implementation of mitigation measures. As noted above, the 2020 General Plan, which includes the land use and development assumptions of the GVSP as an approved project, includes two policies for the protection of biological resources that apply to the GVSP. These policies require compliance with federal and state regulations that provide for protection of significant biological resources and require that development projects within the MSHCP be reviewed with respect to mitigation requirements set forth in the MSHCP. With the required participation in the MSHCP and implementation of Mitigation Measure BIO-1 and BIO-2, the Phase 1B project would not result in any new significant or substantially more severe biological impacts. Therefore, no further analysis is required.

Conclusion

Biological surveys of the site have been conducted (Appendix F) since the GVSP Final EIR that have detected additional special-status species in and adjacent to the Phase 1B project area. Although the occurrence of these additional special-status species is new information since the GVSP EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1 and Nio-2, Phase 1B would not result in any new significant or substantially more severe biological impacts. Based on a reduction in developed acreage within Phase 1B and the GVSP area, the biological impacts associated with the project would be reduced compared to the impacts described in the Final GVSP EIR. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
5.	Cultural Resources. Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes, mitigation has been updated
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes, mitigation has been updated
d)	Disturb any human remains, including those interred outside the formal cemeteries?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes, mitigation has been updated

4.5.1 Discussion

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, a new policy was adopted within the Conservation Element (approved July 2005) for the preservation of cultural resources as listed below.

- Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.

The project would be consistent with Policy IV.A of the Conservation Element because implementation of updated Mitigation Measures ARCHAEO-1and CUL-1 (below) would ensure compliance with state and federal regulations related to preservation of significant historical and archaeological resources.

ASSEMBLY BILL 52

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code [PRC] Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration, or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that "prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation" (21808.3.1 [a]), and that "the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if" consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this addendum to the previously certified GVSP EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most

appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the GVSP EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

CULTURAL RESOURCE INVESTIGATION

A cultural resource report was prepared for the GVSP Phase 1B project (PaleoWest 2020; see Appendix G of this Addendum). In support of this report, a literature review and records search were conducted at the Eastern Information Center of the California Historical Resources Information System on July 31, 2018. The search revealed that one prehistoric isolated artifact, P-33-024206, and one historic-period archaeological site, P-33-007705, were previously recorded within the proposed project site. No historic-period built features (e.g., houses, barns, bridges, roads) had been recorded in the proposed project site. No historic-period built features or additional archaeological sites were discovered during the pedestrian survey.

Isolates are defined as one or two artifacts occurring by themselves and not associated with an archaeological site. Because they have no historical context, isolates are not eligible for listing in the California Register of Historical Resources (CRHR) and are not evaluated for significance or considered a resource under CEQA; therefore, P-33-024206 is not discussed further. Historic-period archaeological site P-33-007705 was evaluated for CRHR eligibility and was not recommended as eligible under any of the significance criteria. Therefore, this site is not considered a resource under CEQA.

Tribal outreach was also conducted in support of the cultural report. A search of the Native American Heritage Commission's (NAHC) sacred lands file for the proposed project site resulted in negative results. The NAHC also provided a list of 13 Native American tribal groups to be contacted to elicit information regarding cultural resource issues related to the proposed project. PaleoWest sent outreach letters to the 13 recommended tribal groups on June 11, 2020. These letters were followed up by phone calls on June 25 and June 29, 2020. At the time the cultural report was complete, three responses had been received:

- The Cahuilla Band of Indians stated that the project is within their traditional land use area and requested tribal monitors be present during all ground disturbing activities.
- The Augustine Band of Cahuilla Mission Indians was not aware of any specific cultural resources that may be impacted affected by the proposed project; however, should any cultural resources be identified during development, the Tribe would like to be notified for further evaluation.
- The Rincon Band of Luiseño Indians stated that the Tribe has knowledge of cultural resources within less than one-half-mile of the proposed project site. The Tribe recommends archaeological and tribal monitoring for all ground disturbing activities, a monitoring report, and protocols for discovery of cultural material and human remains.

After completion of the cultural report, the Agua Caliente Band of Cahuilla Indians responded to PaleoWest's outreach letter, also requesting a tribal monitor.

In addition to tribal outreach in support of the cultural report, the City conducted consultation under Senate Bill (SB) 18. SB 18 requires that, before the adoption or amendment of a city or county general plan or specific plan, the city or county shall consult with California Native American tribes that are on the contact list maintained by the NAHC. SB 18 applies to the project because implementing GVSP Phase 1B involves a general plan amendment, which is the trigger for SB 18 compliance. Although SB 18 compliance is not a CEQA requirement, consultation is summarized here. On April 6, 2020, the City mailed SB 18 notification letters to 10 Native American tribal groups. The Pechanga Band of Luiseño Indians and the Soboba Band of Luiseno Indians replied on April 28 and May 7, respectively, requesting consultation. The City has met with representatives from both tribes and has provided the cultural report and project information to the representatives. The Pechanga Band of Luiseño Indians has requested a copy of the environmental checklist addendum, and consultation remains ongoing.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The cultural resources analysis in the GVSP EIR included records searches and field surveys and concluded that there were no historical resources within the GVSP site. However, an extremely early "Settlers house" had been mapped within a 100-acre area of the GVSP site that was previously used by NPI Nursery. Despite the low probability of encountering previously unknown historic resources, the Final EIR included mitigation to protect historical resources in the event of accidental discovery. With mitigation, impacts related to historical resources were determined to be reduced to a less-than-significant level.

As described above a records search and pedestrian survey was conducted for the GVSP Phase 1B project site. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded in the proposed project site and none were discovered during the pedestrian survey. Therefore, the project site does not contain any historical resources (PaleoWest 2020). While the project includes changes to the development pattern and phasing of the GVSP site, it would not disturb any land or features not previously analyzed in the Final EIR, which would be less than significant with implementation of mitigation. However, the mitigation from the GVSP EIR is not applicable to the project because neither the records search nor the pedestrian survey identified historical resources (built features) on the project site. Overall, impacts to historic resources would be less than what would occur under the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR concluded that there were no prehistoric or historic-period archaeological resources within the GVSP site. The GVSP EIR included mitigation that would protect any previously-unknown archaeological resources that might be discovered during construction activities. PaleoWest's 2020 report or the GVSP Phase 1B project site identified one historic-period archaeological site which was recommended as not eligible for listing in the CRHR. Additionally, the search of NAHC's sacred lands file was negative. The report also confirmed the low likelihood of archaeological resources within the GVSP site and that no further archaeological studies or monitoring is recommended. While the project includes changes to the development pattern and phasing of the GVSP site, it would not disturb any land or features not previously analyzed in the Final EIR. Overall, impacts to archaeological resources would be similar to what would occur under the GVSP EIR, which would be less than significant with implementation of mitigation. However, a revised mitigation measure that would require an archaeological monitor and prescribe the actions that would be implemented in the event cultural resources were discovered during construction is recommended below to ensure the project would be consistent with existing City requirements to protect cultural resources. This mitigation measure is included below as Mitigation Measure ARCHAEO-1. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified Final EIR remain valid and no further analysis is required.

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

The GVSP EIR did not evaluate the potential for human remains to be discovered at within the GVSP area. However, the GVSP site has been utilized for agricultural purposes for several decades and is not expected to contain any human remains, including those interred outside of formal cemeteries. The cultural resource report also does not identify any known burials to have occurred within the GVSP area. Therefore, the GVSP Phase 1B project is not expected to have any impact on any human remains. However, the potential exists for previously unknown human remains to be discovered at the project site during project construction activities. The project would not change the amount or location of land that would be disturbed under the GVSP. No new information regarding human remains has been identified requiring new analysis or verification. A revised mitigation measure (Mitigation Measure CUL-1), which incorporates minor changes to the existing City requirements, is recommended to ensure that any human remains that might be discovered at the project site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. This mitigation

measure is included below as Mitigation Measure CUL-1. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures replace Mitigation Measure 4.5.3 of the 1990 GVSP FEIR (see pp. 4-31 and 4-32 of the GVSP Final EIR [Appendix A] and p. 5-11 of the GVSP MMRP [Appendix C]) to represent current City practice:

Mitigation Measure ARCHAEO-1

Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both subject site for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure CUL-1 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the project.

Mitigation Measure CUL-1

In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the Coroner and handled through the Coroner's Office.

Programmatic Analysis of Other Land Use Changes Checklist Questions a – c)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the area of disturbance that was addressed in the 1990 GVSP EIR. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. For those components of the project that are evaluated at a program-level of detail, the conclusions of the GVSP EIR remain valid and would not result in new or substantially more severe significant impacts to cultural resources.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Mitigation Measures ARCHAEO-1 and CUL-1 would replace Mitigation Measure 4.5.3 (adopted mitigation from the 1990 GVSP EIR) to represent current City practice related to cultural resource preservation. The conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to cultural resources.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
6. Energy.				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting p. 4-129 Impact 4.12.5.2 Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	Yes
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting p. 4-129 Impact 4.12.5.2 Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	Yes

4.6.1 Discussion

Since certification of the GVSP FEIR in 1990, Appendix G of the State CEQA Guidelines has been amended to address energy consumption and compliance with applicable renewable energy or energy efficiency plans. At the time the GVSP FEIR was prepared and certified, energy efficiency related impacts were included as Appendix F to the State CEQA Guidelines. Because the GVSP FEIR did not evaluate energy impacts, this addendum evaluates whether implementing the project would result in an environmental impact related to the inefficient, wasteful, or unnecessary consumption of energy and evaluates the project's consistency with applicable plans related to energy conservation or renewable energy. Applicable federal, state, and local policies related to energy demand and supply are summarized below.

ENVIRONMENTAL SETTING

Electric services and natural gas are provided to the city, including the project area, through Southern California Edison (SCE). California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California is natural gas. In 2018, approximately 34 percent of natural gas consumed in the state was used to generate electricity. Large hydroelectric powered approximately 11 percent of electricity and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion totaled 31 percent (CEC 2019). In 2018, SCE provided its customers with 36 percent eligible renewable energy (i.e., biomass combustion, geothermal, small scale hydroelectric, solar, and wind) and 4 percent and 17 percent from large scale hydroelectric and natural gas, respectively (SCE 2019). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors. SCE is the primary electricity and natural gas service provider in southern California. The proportion of SCE-delivered electricity generated from eligible renewable energy sources is anticipated to increase over the next three decades to comply with the SB 100 goals described below.

REGULATORY SETTING

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the U.S. EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly fivefold increase over current levels. It also reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century; however, in August of 2018, the NHTSA and EPA proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks, which, if adopted, would decrease the stringency of CAFE standards. The Proposed Rule would maintain the existing standards until 2020 with a zero percent increase in fuel efficiency until 2026. Part One of the SAFE Rule, which became effective on November 26, 2019, revokes the federal Clean Air Act waiver that California obtains from EPA to set more stringent fuel economy standard. At the time of preparing this environmental document, the exact implications of the SAFE Rule on the energy efficiency of California's vehicle fleet is unknown.

California has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard (RPS) Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018). More detail about these regulations is provided in Section 4.8, "Greenhouse Gas Emissions," of this addendum.

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. See Sections 4.3, "Air Quality," and 4.8, "Greenhouse Gas Emissions," of this addendum for a summary of the 2019 California Energy Code.

The Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2020 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy related to energy would apply to the GVSP.

- **Policy VIII.C:** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).

- **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
- **Policy X.B:** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

The following discussion summarizes new air quality information and compares this information to the analysis presented in the GVSP Final EIR (see Appendix A).

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

Energy consumed by the project during construction would include gasoline and diesel fuel, measured in gallons. Gasoline, and some diesel fuel, would be consumed from worker commute trips to and from the Phase 2 area. Diesel would primarily be consumed to operate heavy-duty equipment such as dozers, tractors, and pavers and to support haul truck trips.

Energy consumed during operation would include electricity and direct natural gas consumption, measured in megawatt-hours per year. Natural gas would also be indirectly combusted from electricity demand; however, compliance with California's various renewable energy standards would decrease natural gas combustion in the energy sector over time.

Energy consumption estimates were calculated using the CalEEMod 2016.3.2 computer program. Where project-specific information was unknown, CalEEMod default values based on the Phase 2 area were used. CalEEMod default electricity consumption rates were adjusted to account for energy-efficiency improvements from the 2019 California Energy Code, which would result in a 53 and 30-percent reduction in energy consumption in residential and nonresidential buildings, respectively, compared with the 2016 California Energy Code included in CalEEMod (CEC 2018).

Operational fuel use estimates were calculated using the mobile-source emissions module of CalEEMod and the estimated level of VMT associated with the project as described in Section 4.17, "Traffic/Transportation," of this addendum.

Refer to Appendix M for detailed assumptions and modeling results.

Appendix F and Appendix G of the State CEQA Guidelines require consideration of the energy implications of a project. CEQA requires mitigation measures to prevent or reduce wasteful, inefficient, and unnecessary energy usage. Neither the law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient, or unnecessary.

Most of the construction-related energy consumption for the project would be associated with off-road equipment and the transport of equipment and materials using on-road haul trucks. An estimated 337,000 gallons of gasoline and 1,350,000 gallons of diesel fuel would be used during construction of the project (see Appendix M for a summary of construction calculations). The energy needs for project construction would occur over a roughly 5-year period and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Gasoline and diesel would also be consumed during worker commute trips. Energy would be required to transport demolition waste and excavated materials. The one-time energy expenditure required to construct the project (spread over the estimated 5-year buildout period) would be nonrecoverable. There is no atypical construction-related energy demand associated with the proposed project. Nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Additionally, as shown in Appendix M, on-road gasoline and diesel fuel consumption associated with construction activity would go down every year as the vehicle fleet becomes more fuel-efficient over time.

Table 4.6-1 summarizes the anticipated operational electricity use, natural gas combustion, and gasoline and diesel fuel consumption associated with the project at the first full year of project buildout, estimated to be 2025 in this analysis. Project operation would be typical of residential, commercial, and educational land uses requiring electricity and natural gas for lighting, space and water heating, climate control, home appliances, and landscape maintenance

activities. The project would increase electricity and natural gas consumption relative to existing conditions; however, project construction and operation would not require additional or new electrical or natural gas infrastructure outside of the existing GVSP.

Residential and nonresidential buildings would be required to adhere to the 2019 California Energy Code and any subsequent code updates, historically every three years, throughout the project lifetime. Once fully developed, the project would support 1,240 housing units for an estimated 5,158 future residents. As a component of project design, future housing units would include EnergyStar appliances such as refrigerators and dishwashers.

Table 4.6-1 Project Operational Energy Consumption at Full Build-Out (2025)

Energy Type	Energy Consumption	Units
Electricity	8,131	MWh/year
Natural Gas	71.5	kBTU/year
Gasoline	1,260,869	gal/year
Diesel	488,366	gal/year

Notes: MWh/year = megawatt-hours per year; therm/year = thermal units per year, gal/year = gallons per year.

Source: Calculations by Ascent Environmental in 2020

Although energy use was modeled to reflect the 2019 California Energy Code, new iterations of the Code would become increasingly more stringent with updates to the efficiency standards until the project's final buildout year. This would result in increased building energy efficiency over time as buildings continue to be developed within the plan area.

The project would also provide housing to the City of Perris to meet the needs identified in the City's 2014-2021 Housing Element. Therefore, while the project would introduce new operational energy demand, this energy consumption would be not be wasteful, unnecessary, or inefficient as it would serve to meet housing demand for the City of Perris (City of Perris, 2013). Therefore, because the project would include EnergyStar appliances, would meet current and future efficiency standards in the Energy Code, and would not be considered wasteful as it would help meet housing demand, this impact would be less than significant. The project does not include any substantial changes or any new circumstances that would result in new significant impacts or substantially more severe impacts pertaining to energy impacts.

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

As noted above, new land uses developed as part of the project would comply with the 2019 California Energy Code, which are intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development projects proposed under the project would comply with the current and future versions of the State's Title 24 California Building Code. The 2019 California Energy Code (and subsequent updates), which the project is subject to, is designed to move the state closer to its zero-net energy goals. As also stated in above, PG&E, as an electricity utility, is required to comply with the future benchmarks of the state's RPS (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project will increasingly be provided by renewable sources. In addition, as stated above in the discussion of Impact 4.6-a, the project would reduce energy demand through the inclusion of EnergyStar, low-energy appliances in each housing unit, and compliance with the current and future Energy Code and Building Code.

Due to the inclusion of energy efficiency and renewable energy measures as part of the project and compliance with state regulations related to energy efficiency and renewable energy, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to energy impacts.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
7. 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. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Setting pp. 4-3 to 4-5 Impacts 4.2.2.2 and 4.2.2.3	No	No	Yes, mitigation has been updated
b) Result in substantial soil erosion or the loss of topsoil?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
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?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes, mitigation has been updated

4.7.1 Discussion

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 in October of 2004 (2030 General Plan) (City of Perris 2004). The GVSP was adopted under the City's land use policies in 1990. The 2030

General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies were adopted within the Conservation Element (approved July 2005), Land Use Element (approved August 2016) and Safety Element (approved August 2016) as listed below.

- **Policy IV.A (Conservation Element):** Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.
- **Policy V.A.(Land Use Element):** Restrict development in areas at risk of damage due to disasters.
- **Policy I.E, Seismic Hazards (Safety Element):** All development will be required to include adequate protection from damage due to seismic incidents.

GEOLOGIC/GEOTECHNICAL ASSESSMENT

Petra Geosciences prepared a Geologic/Geotechnical Assessment for a portion of the GVSP that includes Phase 1B project area (Petra 2020). This report is provided in Appendix H of this document.

Section 4.2, Earth Resources, of the GVSP EIR and the updated geotechnical report acknowledge that the project site does not lie within any special state or county studies zone for active faulting (as defined by the Alquist-Priolo Earthquake Fault Zoning Act, 1972), but the site is located in a seismically active area of southern California and will likely be subject to strong seismically related ground shaking during the anticipated life span of the project. (Perris 1990: 4-6, Petra 2020:6, 9). However, implementation of Mitigation Measure 4.2.3.2 (Seismic Groundshaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and Mitigation Measure GEO-1 (below), would reduce the potential for damage due to a seismic event. Regarding seismic hazards, implementation of the above measures would ensure the project would be consistent with Policy V.A of the Land Use Element and Policy I.E. of the Safety Element.

PALEONTOLOGICAL ASSESSMENT

A paleontological resource assessment was conducted for the GVSP Phase 1B project (PaleoWest 2018). The assessment included a fossil locality (fossil site) records search from the Natural History Museum of Los Angeles County, literature and map review to identify previous fossil discoveries within the geologic units located in the proposed project site, and determination of paleontological sensitivity.

The geology surrounding the proposed project area is characterized by Pleistocene sedimentary deposits and Quaternary alluvium overlying Mesozoic-age metasedimentary rocks intruded by Cenozoic igneous rocks. Therefore, the GVSP Phase 1B project site is located in an area of high sensitivity for paleontological resources. The Los Angeles County Museum determined that there are no previously recorded vertebrate fossil localities within the GVSP Phase 1B project site; however, the search indicated that sites exist near the proposed project. Paleontological resources have been recovered from sedimentary deposits within the older Quaternary alluvial deposits similar to those that may occur subsurface in the proposed Project area. Localities just south/southwest, further southwest, and northeast of the proposed Project area yielded fossil specimens from the late Pleistocene (126,000 to 120,000 years ago) sands including those of horse (*Equus*) and camel (*Camelops hesternus*).
The project would be consistent with Policy IV.A of the Conservation Element because implementation of updated Mitigation Measures PALEO-1 (below) would ensure compliance with state and federal regulations related to preservation of significant paleontological resources.

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 California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

As described on page 4-3 of the GVSP EIR, Southern California is an area of generally high seismicity and the project site is located approximately fourteen miles southwest of the San Jacinto Fault. The GVSP EIR included Mitigation Measure 4.2.3.2 to reduce impacts related to seismic groundshaking but determined that the impact would be significant and unavoidable. Mitigation Measure 4.2.3.2 states that while proposed structures are expected to perform satisfactorily if designed in accordance with current seismic standards, the impact would still be significant and unavoidable because the Southern California region is an area of high seismicity and there is no way to prevent seismic groundshaking. Nonetheless, the potential risks associated with exposure of people or structures to adverse effects associated with strong seismic groundshaking would be reduced because all structures would be designed to meet seismic design standards for its location.

The project would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the GVSP EIR. The evaluation of potential seismic hazards in the Geologic/Geotechnical EIR-Level Assessment (Petra 2020) prepared for the Phase 1B project evaluated the potential for seismic hazards. The report confirmed that the project site does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone. Although the probability of primary surface rupture is considered very low, ground shaking hazards posed by earthquakes occurring along regional active faults do exist and should be taken into account in the design and construction of the proposed structures within the subject site. The proposed structures within the site should be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC). No new information regarding earthquake faults has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Secondary effects of seismic activity that are typically considered as possible hazards to a particular site include several types of ground failure, as well as induced flooding. The general types of ground failure that can occur as a consequence of severe ground shaking include land sliding, ground subsidence, ground lurching, shallow ground rupture, lateral spreading, liquefaction, and soil strength loss. The Petra Geologic/Geotechnical EIR-Level Assessment (2020) noted that of the seismically induced ground failure modes listed above, liquefaction and liquefaction-related surface phenomena appear to be the primary concerns with respect to the subject site.

Impact 4.2.2.3 of the GVSP EIR evaluated the potential for secondary seismic hazards, including liquefaction. Mitigation Measure 4.2.3.1 was included in the GVSP EIR, which required that additional geotechnical studies and field work be performed during project design to further evaluate near surface conditions and that continuous observation and testing under direction of a qualified geotechnical engineer be provided. Mitigation Measure 4.2.3.3 was included in the GVSP EIR, which required regrading as recommended in the geotechnical report and use of specific construction methods in areas prone to liquefaction. With implementation of these measures, secondary seismic hazard impacts were decreased to a less-than-significant level.

The Petra Geologic/Geotechnical EIR-Level Assessment (2020) provided recommendations to decrease the liquefaction hazards including provisions for site grading and building foundation design in the comprehensive design-phase geotechnical report. These recommendations, which are described in Measure GEO – 1 below, are considered necessary as part of the implementation process for the referenced GVSP EIR mitigation measures and are carried forward to this project as Mitigation Measure GEO-1. This measure addresses the detrimental effects of potential bearing failure with recommendations for proper

remedial grading combined with the use of a properly designed post-tensioned or strengthened conventional concrete foundation systems. Specific recommendations for site grading and building foundation design should be provided in the comprehensive design-phase geotechnical report.

The Phase 1B project would not substantially change the land development pattern or types of built structures in the GVSP area and would increase the footprint of ground disturbance as was evaluated under the GVSP EIR. No new information regarding secondary seismic hazards has been identified requiring new analysis or verification. The new site recommendations contained in the Geotechnical Assessment (see Appendix H) are EIR-level engineering recommendations and are included in the project as Mitigation Measure GEO-1, and do not constitute "new information" for purposes of CEQA. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

iv) Landslides?

As discussed on page 4-2 of the GVSP EIR, the project site is predominantly flat with a slight downward gradient toward the west. As such, the GVSP site has low to no potential for landslides. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No new information regarding landslides has been identified requiring new analysis or verification. Because the project would not substantially change the type of development that would occur at the site, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

Impact 4.2.2.1 of the GVSP EIR discussed the potential for erosion within the project site, and concluded that implementation of Mitigation Measure 4.2.3.1 would reduce the impact to a less-than-significant level by requiring additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map.

The Petra Geologic/Geotechnical EIR-Level Assessment (2020) noted that that the potential impact of localized minor soil erosion will be mitigated to a less than significant level through the implementation of proper storm water Best Management Practices (BMPs) prior to commencement of earthwork operations within the site, as well as diligent maintenance of erosion control devices throughout the early phases of construction until such time as the permanent storm water conveyance system has been constructed and activated. These recommendations, which are described in Measure GEO – 1 below, are considered necessary as part of the implementation process for the referenced GVSP EIR mitigation measures and are carried forward to this project as Mitigation Measure GEO-1.

The project would result in the same types and intensity of construction activities as those evaluated in the GVSP EIR and would continue to comply with adopted mitigation and current City stormwater and drainage requirements. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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?

As discussed above, Impact 4.2.2.1 of the GVSP EIR and the 2020 Petra Geologic/Geotechnical Assessment evaluated the suitability of the site soils for development of the GVSP. The mitigation in the GVSP EIR and recommendations from the Petra assessment would ensure that impacts related to unstable soils would be less-than-significant because adequate engineering of the site would be completed. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No changes in soils at the site have occurred since preparation of

the GVSP EIR; therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the Final EIR remain valid and no further analysis is required.

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

The GVSP EIR noted that the GVSP site included an expansion potential that ranged from very low to very high. Mitigation Measure 4.2.3.1 requires the project applicant to implement additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map. The GVSP EIR concluded that this mitigation reduced the impact to a less-than-significant level. The Petra Assessment (2020) agreed that given the nature of near-surface soils, encountered in the adjacent PA-2 16, 17, 27 and 28 (ESSW, 2015, Petra), it is likely the onsite soils materials will be classified as "expansive" as defined per Section 1803.5.3 of the 2019 California Building Code.

The Petra Assessment (2020) also included recommendations for reducing the risks associated with expansive soils, which have been carried forward in Mitigation Measure GEO-1 presented below. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No changes in soils at the site have occurred since preparation of the GVSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

As described on page 4-123 of the GVSP EIR, the project would connect to existing wastewater utility infrastructure in the project area. Thus, septic systems would not be required and there would be no impact. This condition has not changed. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures referenced in the GVSP EIR analysis (see pp. 4-8 and 4-9 of the GVSP Final EIR [Appendix A] and pp. 5- 5 through 5-7 of the GVSP MMRP [Appendix C]) would continue to remain applicable if the project were approved.

Mitigation Measure 4.2.3.1: Geology and Soils

Mitigation Measure 4.2.3.2: Seismic Groundshaking

Mitigation Measure 4.2.3.3: Secondary Seismic Phenomenon

In addition to the mitigation measures in the GVSP EIR (listed above), the following measure has been recommended by the Earth Systems geotechnical engineering report:

Mitigation Measure GEO-1:

Mitigation Measure 4.2.3.1 notes that “additional geotechnical studies and field work will be performed during project design to further evaluate near surface conditions” and that “continuous observation and testing under direction of a qualified geotechnical engineer and/or engineering geologist shall be accomplished to verify compliance with the report recommendations and to confirm that the geotechnical conditions found are consistent with the report findings”.

The geologic/geotechnical assessment (Petra 2020) contains additional recommendations related to site development. Compliance with these recommendations are considered necessary as part of the implementation process for Mitigation Measures 4.2.3.1, 4.2.3.2, and 4.2.3.3. Therefore, the applicant shall adhere to all recommendations contained in the Petra Geologic/Geotechnical EIR-Level Assessment (2020) by Petra Geosciences dated August 27, 2020 (included as

Appendix H of this Addendum). The following are mitigation measures provided in the Geologic/Geotechnical EIR-Level Assessment prepared by Petra Geosciences dated August 27, 2020.

a) The proposed structures within the site shall be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC).

b) The potential detrimental effects of liquefaction-induced differential settlement shall be reduced to a less than significant level for engineering purposes through the use of properly designed and constructed, foundation systems for proposed 1- to 2-story structures. This measure addresses the detrimental effects of potential bearing failure with recommendations for proper remedial grading combined with the use of a properly designed post-tensioned or strengthened conventional concrete foundation systems. Specific recommendations for site grading and building foundation design should be provided in the comprehensive design-phase geotechnical report.

c) The project shall implement proper storm water Best Management Practices (BMP's) prior to commencement of earthwork operations within the site, as well as diligent maintenance of erosion control devices throughout the early phases of construction until such time as the permanent storm water conveyance system has been constructed and activated. During the post-construction and occupancy period, the less-than-significant impact of soil erosion would be maintained through proper maintenance of irrigation systems and permanent storm water conveyance devices. If, after completion of grading, it is determined that near-surface soils within building pad areas exhibit an elevated expansion potential, it is expected that the detrimental impact of expansive soils can be mitigated to a less-than-significant level through proper design of building foundations, floor slabs and exterior improvements that takes into account the potential uplift forces that can develop in expansive soils.

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

While the GVSP EIR did not expressly discuss the potential for impacts to paleontological resources, the potential for paleontological resources to occur at the site could have been known and evaluated at the time of the GVSP EIR. Therefore, evaluation of these impacts would not be considered significant new information. As described above, PaleoWest performed a paleontological resources assessment for the GVSP Phase 1B project site (see Appendix G of this Addendum). The report noted the potential for impacts to paleontological resources because much of the project site consists of Pleistocene sedimentary deposits and older Quaternary alluvium, which are considered to have high paleontological sensitivity. PaleoWest recommended mitigation that would ensure that impacts to paleontological resources, if discovered during construction, would be protected in accordance with established laws and policies. With implementation of this mitigation, impacts to paleontological resources would be less than significant (PaleoWest 2018:7-8). This mitigation measure, which incorporates minor changes to the existing City requirements, is included below as Mitigation Measure PALEO-1.

While the project includes changes to the development pattern and phasing of the GVSP site, these changes would not change the location or amount of land that would be disturbed under the GVSP. Further, while the site is located on soils that could include paleontological resources, implementation of Mitigation Measure PALEO-1 would ensure that the project would result in less-than-significant impacts to paleontological resources by requiring preparation of a Paleontological Resources Mitigation Monitoring Program (PRMMP) by a qualified paleontologist, monitoring for sensitive areas, and preparation of a monitoring report at the conclusion of all monitoring activities. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required

Mitigation Measures

The following mitigation measure shall be implemented:

Mitigation Measure PALEO-1

Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Mitigation Monitoring Program (PRMMP). The PRMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and

off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.

Programmatic Analysis of Other Land Use Changes Checklist Questions a-f)

Other land use changes proposed within the Phase 1B area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the 1990 GVSP EIR. The conditions described in the GVSP EIR related to seismic activity, erosion, and other geologic and soil conditions have not changed and no new significant impacts or substantially more severe impacts are identified for those project components that are evaluated at the programmatic level of detail. The findings of the GVSP EIR remain valid. No further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Not analyzed.	No	Yes	No, mitigation has been updated. Impact remains significant and unavoidable.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not analyzed.	No	Yes	No, mitigation has been updated. Impact remains significant and unavoidable

4.8.1 Discussion

Since certification of the GVSP FEIR in 1990, increased awareness of GHG emissions and their role in global climate change has resulted in promulgation of laws and regulations designed to curb emissions and reduce the inherently cumulative effect of GHG emissions. At the time the GVSP FEIR was prepared and certified, the State CEQA Guidelines did not identify GHG emissions and climate change as a resource area in Appendix G. Thus, the GVSP FEIR did not provide an environmental or regulatory setting to characterize climate change impacts, nor did the EIR evaluate the GVSP's contribution of GHG emissions to anthropogenic climate change. In 2009, the Governor's Office of Planning and Research (OPR) amended Appendix G of the State CEQA Guidelines to include project-level analysis of GHG emissions.

Because the GVSP FEIR did not evaluate GHG emissions, this addendum provides a brief overview of anthropogenic climate change and the relevant federal, state, and local regulations, policies, and laws pertaining to climate change.

ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year

to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2017 was 424 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) (CARB 2019). This is less than the 2020 target of 431 $MMTCO_2e$ (CARB 2019). Table 4.8-1 summarizes the statewide GHG inventory for California by percentage.

Table 4.8-1 Statewide GHG Emissions by Economic Sector

Sector	Percent
Transportation	41
Industrial	24
Electricity generation (in state)	9
Agriculture	8
Residential	7
Electricity generation (imports)	6
Commercial	5

Source: CARB 2019

As shown in Table 4.8-1, transportation, industry, and in-state electricity generation are the largest GHG emission sectors.

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

According to the IPCC, which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature will increase by 3.7 to 4.8 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014:10). According to *California's Fourth Climate Change Assessment*, with global GHGs reduced at a moderate rate California will experience average daily high temperatures that are warmer than the historic average by 2.5 °F from 2006 to 2039, by 4.4 °F from 2040 to 2069, and by 5.6 °F from 2070 to 2100; and if GHG emissions continue at current rates then California will experience average daily high temperatures that are warmer than the historic average by 2.7 °F from 2006 to 2039, by 5.8 °F from 2040 to 2069, and by 8.8 °F from 2070 to 2100 (OPR et al. 2018).

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012–2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR et al. 2018). According to the California Natural Resource Agency's *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record

in 2015 and 2014 (CNRA 2018). According to the National Oceanic and Atmospheric Administration and the National Aeronautics and Space Administration, 2016, 2017, and 2018 were the hottest recorded years in history (NOAA 2019). In contrast, the northern Sierra Nevada experienced one of its wettest years on record during the 2016-2017 water year (CNRA 2018). The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires has increased. In November 2018, the Camp Fire destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history, and the largest fires in the state's history have occurred in the 2018–2020 period. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 inch of rain fell in 5 minutes in Santa Barbara, causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

As temperatures increase, the amount of precipitation falling as rain rather than snow also increases, which could lead to increased flooding because water that would normally be held in the snowpack of the Sierra Nevada and Cascade Range until spring would flow into the Central Valley during winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2018). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet and the glaciers atop Greenland, the sea level along California's coastline is expected to rise 54 inches by 2100 if GHG emissions continue at current rates (OPR et al. 2018).

Temperature increases and changes to historical precipitation patterns will likely affect ecological productivity and stability. Existing habitats may migrate from climatic changes where possible, and those habitats and species that lack the ability to retreat will be severely threatened. Altered climate conditions will also facilitate the movement of invasive species to new habitats thus outcompeting native species. Altered climatic conditions dramatically endanger the survival of arthropods (e.g., insects, spiders) which could have cascading effects throughout ecosystems (Lister and Garcia 2018). Conversely, a warming climate may support the populations of other insects such as ticks and mosquitos, which transmit diseases harmful to human health such as the Zika virus, West Nile virus, and Lyme disease (European Commission Joint Research Centre 2018).

Changes in temperature, precipitation patterns, extreme weather events, wildfires, and sea-level rise have the potential to threaten transportation and energy infrastructure, crop production, forests and rangelands, and public health (CNRA 2018; OPR et al. 2018). The effects of climate change will also have an indirect adverse impact on the economy as more severe natural disasters cause expensive, physical damage to communities and the state.

Additionally, adjusting to the physical changes associated with climate change can produce mental health impacts such as depression and anxiety.

REGULATORY SETTING

Federal

In *Massachusetts et al. v. Environmental Protection Agency et al.,* 549 U.S. 497 (2007), the Supreme Court of the United States ruled that CO_2 is an air pollutant as defined under the federal Clean Air Act (CAA) and that the U.S. Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

However, on April 2, 2018, the EPA administrator announced a final determination that the current standards should be revised. On August 2, 2018, the U.S. Department of Transportation and the EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE standards for passenger cars and light-duty trucks by increasing the stringency of the standards by 1.5 percent per year from models 2021 through 2026 (NHTSA 2020).

The CAA grants California the ability to enact and enforce more strict fuel economy standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to the EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revokes California's existing waiver to implement its own vehicle emission standard and also established a

standard to be adopted and enforced nationwide (84 Federal Register [FR] 51310). The implications of the SAFE Rule on California's future emissions are contingent upon a variety of unknown factors, including legal challenges by California and other states to the revocation of California's waiver.

In June 2019, the EPA, under the authority of the CAA section 111(d), issued the Affordable Clean Energy rule which provides guidance to states on establishing emissions performance standards for coal-fired electric generating units (EGUs). Under this rule, states are required to submit plans to the EPA which demonstrate the use of specifically listed retrofit technologies and operating practices to achieve CO_2 emission reductions though heat rate improvement (HRI). HRI is a measurement of power plant efficiency that EPA determined as part of this rulemaking to be the best system of emission reductions for CO_2 generated from coal-fired EGUs (EPA 2019a).

State

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the state government for approximately two decades. GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste). CARB and other state agencies also released the *January 2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan* consistent with the carbon neutrality goal of Executive Order B-55-18 (California Environmental Protection Agency et al. 2019).

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, the CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel–powered on-road vehicles than the EPA. In addition, the program's zero-emission vehicle (ZEV) regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California's new vehicle sales by 2025 (CARB 2018a). When the rules are fully implemented by 2025, GHG emissions from the statewide fleet of new cars and light-duty trucks will be reduced by 34 percent and cars will emit 75 percent less smog-forming pollution than the statewide fleet in 2016 (CARB 2016).

Executive Order B-48-18, signed into law in January 2018, requires all state entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

The CCA requires that a waiver be provided by the EPA for states to enact more stringent emissions standards for new cars, which was granted to the CARB by the EPA on June 14, 2011; however, in addition to the SAFE Rule, but as a separate action, on September 19, 2019, the EPA issued a final action entitled the "One National Program Rule" which would institute a nationwide, uniform fuel economy and GHG standard for all automobiles and light-duty trucks (EPA 2019b). The action would include the revocation of California's waiver under the CCA which would affect the enforceability of the CARB's ZEV programs. While the EPA has issued an action to revoke the waiver, the outcome of

any related lawsuits and how such lawsuits could delay or affect the SAFE Rule implementation or the CARB's ZEV programs is unknown at this time.

The CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, the CARB requires metropolitan planning organizations (MPOs) to develop and adopt sustainable communities strategies (SCSs) as a component of the federally-prepared regional transportation plans (RTPs) to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035 (CARB 2018b). These plans link land use and housing allocation to transportation planning and related mobile-source emissions. The Southern California Association of Governments (SCAG) serves as the MPO for the Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG adopted its first RTP/SCS in 2016 with a planning horizon year of 2035. In March 2018, the CARB adopted the Target Update for the SB 375 targets, tasking SCAG to achieve a 8 percent and a 19 percent per capita reduction by 2020 and 2035, respectively, for plans developed and adopted after September 30, 2018 (CARB 2018a). At this time, SCAG's 2020 RTP/SCS has not been formally adopted.

SB 743 of 2013 required that OPR propose changes to the State CEQA Guidelines to address transportation impacts in transit priority areas and other areas of the state. In response, Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of vehicle miles traveled (VMT). Agencies have until July 1, 2020 to implement these changes but can also choose to implement these changes immediately. In support of these changes, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA,* which recommends that the transportation impact of a project be based on whether the project would generate a level of VMT per capita (or VMT per employee or some equivalent metric) that is 15 percent lower than that of existing development in the region, or that a different threshold is used based on substantial evidence (OPR 2017). OPR's technical advisory explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017). This metric is intended to replace the use of delay and level of service to measure transportation-related impacts. More detail about SB 743 is provided in Section 4.17, "Transportation/Traffic," of this addendum.

Legislation Associated with Electricity Generation

The state has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The CEC estimates that the combination of required energy-efficiency features and mandatory solar panels in the 2019 California Energy Code will result in new residential buildings that use 53 percent less energy than those designed to meet the 2016 California Energy Code (CEC 2018).

California Green Building Standards Code (Title 24, Part 11)

The California Code of Regulations Title 24, Part 11, California Green Building Standards Code (CALGreen) is the first in the nation mandatory green building standards code. CALGreen was first developed in 2007 by the California Building

Standards Commission in an effort to meet the goals of California's long-term climate change goals; the code became effective January 1, 2009. CALGreen may be adopted by municipalities as a component of adoption of the Title 24 California Building Code. The City of Perris has adopted the CALGreen code pursuant to Section 16.09.050 of the city's municipal code; therefore, the mandatory portions of the 2019 CALGreen code will be applicable to the project.

Local

South Coast Air Quality Management District

The project site is in the western portion of Riverside County, which is located in the SCAB. The SCAQMD serves as the air district that regulates emissions of GHGs within the SCAB.

Also, in 2008, the SCAQMD's Governing Board adopted the staff proposal for Interim CEQA GHG Significance Thresholds. As identified in the most recent proposal September 2010, the five tiers are: 1) the project is exempt from CEQA; 2) the project is consistent with an applicable GHG emissions reduction plan; 3) project GHG emissions are below screening thresholds of 10,000 metric tons of carbon dioxide equivalent per year ($MTCO_2e$/year) for industrial projects where the SCAQMD is the lead agency and 3,000 MTCO2e/year for all residential or commercial projects; 4) the project achieves performance standards which may include a) achieving a 30 percent or greater reduction under business-as-usual methodology, b) the project includes early implementation of measures in the 2017 Scoping Plan, or c) the project achieves efficiency targets of 4.8 and 3.0 $MTCO_2e$/year per service population for target years 2020 and 2035, respectively; and 5) offsets are implemented for the life of the project, which is defined as 30 years.

The SCAQMD's guidance also recommends that construction GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions. This enhances the role of mitigation measures, if required, to address construction GHG emissions as part of the operational GHG reduction strategies. In accordance with this draft methodology, the estimated construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions, discussed later in this section (SCAQMD 2008).

City of Perris Climate Action Plan

The city adopted a Climate Action Plan (CAP) in February 2016. The CAP provides a baseline inventory for 2010 of approximately 380,000 metric tons of carbon dioxide equivalent ($MTCO_2e$), identifying transportation as the greatest contributing sector. The CAP recommends several local actions to achieve GHG reductions that target the energy, transportation, and solid waste sectors. Where applicable, these measures would apply to the project.

City of Perris

The Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2020 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy related to climate change would apply to the GVSP.

- **Policy IX.a:** Encourage land uses and new development that support alternatives to the single occupant vehicle.
- **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
- **Policy X.B**: Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.
- **Policy IX.C:** The City shall encourage Green Building and Sustainable Community actions whenever possible through subsidy funding.

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

The GVSP EIR did not address GHG emissions and doing so was not required by the CEQA Guidelines at the time the GVSP EIR was prepared. Additionally, there were no quantitative emission thresholds and no significance criteria

recommended by any federal, state, or local agencies to determine whether a project's GHG emissions would be cumulatively considerable.

In this environmental review, an analysis was conducted to evaluate the project's impacts in the context of the current regulatory environment for GHGs, and, more specifically, to evaluate whether the project would have substantially more severe impacts with respect to climate change than would have resulted from development approved for the same area in the GVSP. The GHG threshold used for the most recent projects in the City of Perris is 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/year) for commercial and residential land use development projects. This threshold has been used in other recent CEQA documents prepared by the City, including the Perris Estates Planned Development Overlay Initial Study/Mitigated Negative Declaration (City of Perris 2016:11). Additionally, similar quantitative thresholds for determining whether the GHG emissions associated with land use development projects would be cumulatively considerable have been established by other air districts in California. For instance, the Sacramento Metropolitan Air Quality Management District recommends a mass emission threshold of 1,100 $MTCO_2e$/year (SMAQMD 2016:6-8) and the San Luis Obispo Air Pollution Control District recommends a bright-line threshold of 1,150 MT CO_2e/year (SLOAQMD 2012). The recommended threshold of 3,000 $MTCO_2e$/year is applied in this analysis to determine if emissions of GHGs from the project and the same area in the previously approved GVSP would be significant.

In order to provide comparable GHG emission levels for each scenario, construction- and operation-generated GHG emissions were estimated for the project and for development of the same area under the approved GVSP. The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 computer program (was used to estimate the level of CO_2e that would be generated by construction activity, and on-going operational activity.

In accordance with SCAQMD guidance and previous CEQA analyses prepared for the City of Perris, construction emissions were amortized over 30 years, which is the estimated operational life of the project, combined with long-term operational emissions, and compared to the mass emission threshold of 3,000 $MTCO_2e$/year. The project-related GHG emissions were estimated for 2025, which is the year when the proposed land uses would become fully operational. This provides a conservative estimate of the project-related GHG emissions due to the fact that operational emissions would decline over time as fleet turnover and additional GHG-reducing regulations are implemented at the state level.

To assess the significance of the project, the City will evaluate the project's emissions against the 3,000 MTCO2e/year thresholds for land uses projects. Based on the tiered approach detailed above based on guidance provided by SCAQMD, the project would result in a potentially significant climate change impact if a residential project would (SCAQMD 2009):

- generate construction- and operational-related GHG emissions in exceedance of 3,000 $MTCO_2e$ per year.

The types of emissions-generating construction activity would generally be the same under the project as in the same area of the adopted GVSP, as well as the total land area on which construction would occur and the intensity and pace of project-related construction activity.

Table 4.8-2 summarizes the GHG emissions associated with the project and the same area in the approved GVSP. These emission estimates account for existing regulations pertaining to vehicle emissions, water consumption, wastewater and solid waste production, and building and energy efficiency standards. Refer to Appendix E for a detailed summary of the air quality and GHG modeling assumptions, inputs, and outputs.

As shown in Table 4.8-2, the mass emission level generated by operation of both the project and the same area in the approved GVSP would exceed the SCAQMD threshold of 3,000 $MTCO_2e$/year. Therefore, project emissions will be evaluated against an efficiency metric.

The City has produced an efficiency metric measured in $MTCO_2e$ per year per service capita ($MTCO_2e$/year/capita). Notably, the project analyzed at a project-level of detail in this addendum only includes residential land uses; therefore, the use of a service population (i.e., residents and employees) is not applicable. Thus, employees are excluded from the efficiency metric.

Because the project's first year of full buildout was assumed to be 2025, an efficiency metric for 2025 was derived in light of the state's trajectory to meeting statewide GHG reduction targets established by SB 32 (i.e., a 40 percent reduction from 1990 GHG levels by 2030) and directed by Executive Order S-3-05 (i.e., an 80 percent reduction from 1990 GHG levels by 2050), then adjusted based on the land use types/economic sectors supported by the project. Although no legislative mandate exists for a GHG reduction target specifically for 2025, a GHG reduction goal of 20 percent from 1990 GHG levels can be linearly extrapolated. An efficiency metric may be used to represent a project's consistency with the state's long-term reduction targets and thus evaluate a project's cumulative contribution to global climate change.

A statewide efficiency metric for 2025 was calculated by dividing statewide GHG emissions by the sum of statewide residents; however, not all statewide emission sources are present in the project area. Accordingly, the statewide inventory was adjusted to exclude emissions sources not applicable to the project (i.e., the agricultural, industrial, and commercial sectors). Following the removal of these sectors, total GHG emissions in 1990 totaled 304 $MMTCO_2e$. Assuming the state will continue to meet its long-term climate change goals by 2025, a 20 percent reduction from 1990 levels was applied resulting in a 2025 GHG inventory of 243 $MMTCO_2e$. See Appendix E for detailed modeling assumptions and calculations.

Consistent with the tiered approach detailed above based on guidance provided by SCAQMD, the project would result in a potentially significant climate change impact if a residential project would (SCAQMD 2009):

- generate construction- and operational-related GHG emissions in exceedance of a 5.5 $MTCO_2e$/capita/year in 2025.

Table 4.8-2 Greenhouse Gas Emissions Comparison Summary (2025)

Sector	Approved GVSP Tentative Tract Maps	Proposed Project	Net Difference
	Greenhouse Gas Emissions ($MTCO_2e$/year)		
Amortized Construction	326	326	0
Area	340	322	-18
Energy	3,714	3,372	-342
Mobile	21,699	18,074	-3,625
Solid Waste	421	364	-57
Water	626	567	-59
Total	27,125	23,024	-4,101
Project Population	5,466	5,158	-308
2025 Efficiency Metric[1]	5.0	4.5	-0.5
Efficiency Metric Threshold	5.5	5.5	N/A
Exceeds Metric?	No	No	N/A

Notes: $MTCO_2e$/year = metric tons of carbon dioxide equivalent per year

[1] The 2025 efficiency metric is expressed in metric tons of carbon dioxide equivalent per capita per year. This metric was derived using the 1990 statewide greenhouse gas inventory to reflect applicable land uses. Additionally, this metric was adjusted to remove employees as the project is a residential project and does not include any commercial land uses.

Source: Modeling conducted by Albert A. Webb Associated in 2020 using CalEEMod v. 2016.3.2

Table 4.8-2 shows the GHG efficiency of the project and the GVSP scenario, expressed in $MTCO_2e$/capita. These GHG efficiency values are compared to the 2025 GHG efficiency target of 5.5 $MTCO_2e$/capita, which is an extrapolated metric for 2025 based on the statewide goals to reduce GHG emissions to 1990 levels by 2020 (AB 32) and to 40 percent below 1990 levels by 2030 (SB 32). The GHG efficiency of both the project and the GVSP scenario would not exceed the 5.5 $MTCO_2e$/capita/year efficiency target. Additionally, the project would be 0.5 $MTCO_2e$ more efficient (4.5 $MTCO_2e$/capita/year versus 5.0 $MTCO_2e$/capita/year) than the approved GVSP scenario.

Therefore, this impact would be less than significant for both scenarios. Because the project would result in less emissions than would have occurred with implementation of the approved GVSP for the project site, and because appellate case law considers climate change not to be "new information" that could not have been known at the time the original EIR was certified, the project would not result in a substantially more severe significant impact.

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

Greenhouse Gas Emissions

As discussed in (a), above, the types and amount of GHG-generating construction and operational activity, as well as the reductions resulting from required mitigation, would generally be lower under the project than for the same area in the approved GVSP. Also, GHG emissions would exceed the City of Perris recommended mass emission threshold of 3,000 $MTCO_2e$/year. However, GHG emissions would not exceed the efficiency target of 5.5MT CO_2e/capita/year under both plans. Moreover, the project would be subject to the applicable GHG reduction measures of the city's CAP. The following measures would be applicable to the project:

- Measure T-1: Bicycle Infrastructure Improvements. This measure directs development within the City of Perris to provide bicycle infrastructure to promote alternative modes of transportation to automobiles and light-duty trucks. The project will include bike lanes for residents and visitors to the TTMs.
- Measure T-2: Bicycle Parking. This measure promotes safe and convenient bicycle parking to ensure that cyclists have adequate facilities for their bicycles. The project will provide bicycle parking to the residents and visitors of the TTMs.
- Measure T-6: Density. This measure promotes higher density housing than single family homes. The project includes multi-family housing consistent with this measure (i.e., TTM 37816, TTM 37817, and TTM 37818).

These measures would further reduce GHG emissions from the project as compared to the 1990 adopted land uses.

Therefore, GHG emissions under the project and the same area in the approved GVSP would not result in a considerable contribution to a significant cumulative global climate change impact and would not conflict with the 2017 Scoping Plan. Also, because GHG-generating activity would be lower under the project than the development of the same area under the approved GVSP, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to GHG emissions.

Impacts of Climate Change on the Project

The GVSP EIR did not include a discussion of impacts on the GVSP related to global climate change. Global climate change could alter the physical environment in California including increased average temperatures; modifications to the timing, amount, and form (rain versus snow) of precipitation; changes in the timing and amount of runoff; reduced water supply; deterioration of water quality; elevated sea level; and effects on agriculture. Many of these changes may translate into a variety of issues and concerns that may affect the project area, including but not limited to increased frequency and intensity of wildfire and increased stormwater runoff.

The extent and severity of climate change-related impacts would be limited by the location of the project and the same area in the GVSP. The climate change effect from the changes described above are not likely to have the potential to substantially affect the project area, and the implementation of existing planning documents such as the City of Perris General Plan Safety Element and the City of Perris Local Hazard Mitigation Plan would provide mechanisms for being resilient to these changes (e.g., manage wildfire, reduced flood risk). This would reduce the extent and severity of climate change-related impacts to the project from increased risk of wildfire and flooding. For these reasons, this impact would be less than significant. No additional analysis is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
9.	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?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
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?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
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?	Not Addressed	No	No	NA
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Setting pp. 4-37 to 4-40 Impact 4.6.2.2	No	No	Yes
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not Addressed	No	No	NA
g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Not Addressed	No	No	NA

4.9.1 Discussion

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 in October 2004 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies were adopted within the Safety Element (approved August 2016) for the protection of the public and environment as listed below.

- **Policy I.D, Aircraft:** Consult the AICUZ [Air Installations Compatible Use Zones] Land Use Compatibility Guidelines and ALUP [Airport Land Use Plan] Airport Influence Area development restrictions when considering development project applications.

The GVSP is within the adopted Airport Influence Area and is subject to the Perris Valley Airport Land Use Compatibility Plan, which incorporates roughly the same clear, approach, and overflight zones as discussed in the GVSP EIR. Portions of Phase 1B are located within Airport Land Use Compatibility (ALUC) zones D and E, and the remainder of the Phase 1B area is located outside of the Airport Land Use Compatibility Plan (ALUCP) area. Mitigation requiring avigation easements and limitations on structures and activities in various ALUC zones would still apply (Mitigation Measure 4.6.3.1: Onsite and Surrounding Land Use – Perris Valley Airport [see p. 5-12 of the MMRP in Appendix C of this Addendum]). Furthermore, land uses proposed within the Phase 1B area would continue to be compatible with the applicable ALUC zone; therefore, the project would be consistent with Policy I.D. of the Safety Element.

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

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

The GVSP EIR evaluated potential impacts related to hazardous waste in Impact 4.2.2.5 and impacts related to toxic substances in Impact 4.13.2. Impact 4.2.2.5 noted that the underground fuel tanks and prior use for agricultural and commercial nursery uses could result in localized site contamination. Mitigation Measure 4.2.3.5 requires sampling and testing of the project site, as well as thorough cleaning if any contamination is found, and would reduce the impact to a less-than-significant level. Impact 4.13.2 noted that the project would not handle, store, utilize, or dispose of substantial qualities of hazardous materials, but that some land uses could use or produce small amounts of hazardous substances. Mitigation Measure 4.13.3 requires industrial uses to provide the fire department with a list of all hazardous materials used on the site, prohibits discharge of toxic wastes, and requires preparation of a hazardous materials plan for any commercial or industrial uses. The GVSP EIR concluded that mitigation would reduce impacts related to toxic substances to a less-than-significant level.

The requirements of all of these measures still apply to the project. A search of the State Water Resources Control Board's (SWRCB) GeoTracker website shows a closed case for a leaking underground storage tank (LUST) in PA 11. The cleanup has been completed and the case closed in 1993 (SWRCB 2020).

The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. Additionally, there would not be any additional uses that were not already analyzed in the GVSP EIR. As a result there would not be risks related to hazardous materials from land uses that were not already anticipated under the GVSP EIR. The project would not change the overall pattern of development of the types of hazardous materials that would be used, handled, or transported to the site. No changes to the conditions of the site or the presence of hazardous materials has occurred since approval of the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

As discussed above, the project would not result in new or additional risks from hazardous materials. While no schools are proposed to be located within the Phase 1B project area, PA 32, immediately north of PA 35 in Tract 37223 of Phase 1B is designated as a school site. The proposed land uses in Phase 1B near the site would be open space and residential and as noted in the GVSP EIR Impact 4.13.2, the project would not handle, store, utilize, or dispose of substantial quantities of hazardous materials. No new significant impacts or substantially more severe impacts would occur with implementation of the project. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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?

Because the requirements of this code section did not take effect until January 1, 1992, the GVSP EIR did not consider whether the project site was included on a list of hazardous materials sites. According to the California Department of Toxic Substances Control's (DTSC) EnviroStor database mapping, there are no listed sites within the GVSP (DTSC 2020). Because the GVSP project site is not located on a list of hazardous materials sites compiled pursuant to Government Code §65962.5, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

As described in Section 4.6, Land Use, of the GVSP EIR, the GVSP site is located along the southern edge of the Perris Valley Airport. On page 4-33, the GVSP EIR states that the airport has been designated as a private use airport. Impact 4.6.2.2 of the GVSP EIR included an in-depth discussion of the potential hazards associated with the Perris Valley Airport and determined that the impact would be significant and unavoidable. Mitigation requiring avigation easements and limitations on structures and activities in various zones would lessen the impact, but not to a less-than-significant level.

As of 2010, the airport was designated as a privately-owned, public-use airport (Riverside County ALUC 2011:Ch3). Regardless of the private ownership of the airport, the GVSP is within the adopted Airport Influence Area and is subject to the Perris Valley Airport Land Use Compatibility Plan, which incorporates roughly the same clear, approach, and overflight zones as discussed in the GVSP EIR. Portions of Phase 1B are located within Airport Land Use Compatibility (ALUC) zones D and E, and the remainder of the Phase 1B area is located outside of the Airport Land Use Compatibility Plan (ALUCP) area. The proposed changes to the phasing of the GVSP would not result in any land use changes, or development of areas not previously identified for development. Furthermore, land uses proposed would continue to be compatible with the applicable airport compatibility zones. Thus, the project would not result in any new significant impacts or a substantial increase in the severity of significant impacts previously identified. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR did not evaluate the potential for impacts related to adopted emergency response or evacuation plans. Because the GVSP site is largely agricultural land, implementation of the GVSP would add additional roadways and connections that could provide additional routes for emergency vehicles or evacuation routes. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance and same ingress and egress access points as were evaluated under the GVSP EIR. The project and the GVSP as a whole would not interfere with the City or County's adopted emergency response plans. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP Final EIR remain valid and no further analysis is required.

g) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As shown on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program (FRAP) maps, the GVSP is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). No new significant impacts or substantially more severe impacts would occur. Therefore, no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the GVSP EIR analysis and would continue to remain applicable if the project was approved.

Mitigation Measure 4.2.3.5: Hazardous Wastes (see p. 4-9 of the GVSP Final EIR [Appendix A] and p. 5- 7 of the GVSP MMRP [Appendix C])

Mitigation Measure 4.6.3.1: Onsite and Surrounding Land Use – Perris Valley Airport (see p. 4-57 of the GVSP Final EIR [Appendix A] and pp. 5- 12 and 5-13 of the GVSP MMRP [Appendix C])

Mitigation Measure 4.13.3: Toxic Substances (see p. 4-137 of the GVSP Final EIR [Appendix A] and p. 5- 29 of the GVSP MMRP [Appendix C])

Programmatic Analysis of Other Land Use Changes Checklist Questions a-g

As noted above in topics (a) through (d), the GVSP EIR evaluated potential impacts related to hazardous waste in Impact 4.2.2.5 and impacts related to toxic substances in Impact 4.13.2. Other land use changes proposed within the Phase 1B but outside of the six TTMs would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the GVSP EIR. The conditions described in the GVSP EIR related to public exposure to hazardous materials remain applicable to all the GVSP area, and no new or additional risks from hazardous materials are identified at the program level.

As noted in topic (e) above, portions of Phase 1B are located within Airport Land Use Compatibility (ALUC) zones D and E. Those Phase 1B areas located outside of the TTMs but within ALUC zones D and E include the PAs 24 and 25 (regional park) in Zone D, PA 13a and 13b (commercial and multi-family) in Zone E, and PAs 57 and 32 (open space and schools) in Zone E. The other land uses proposed would be compatible with the applicable airport compatibility zones. Thus, no new significant impacts or a substantial increase in the severity of significant impacts would occur at a program level. Therefore, the findings of the GVSP EIR remain valid at the program level and no further analysis is required.

Other land use changes outside of the six TTMs would result in the same ingress and egress access points as was evaluated under the GVSP EIR. These changes would not interfere with the City or County's adopted emergency response plans. No new significant impacts or substantially more severe impacts would occur related to emergency response or planning. Therefore, the findings of the GVSP Final EIR remain valid at the program level and no further analysis is required.

As noted in (g) above, the GVSP as a whole is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Therefore, the additional land use changes would present no new significant impacts or substantially more severe impacts related to this hazard. Therefore, the findings of the GVSP EIR valid at the program level and no further analysis is required.

Conclusion

No new circumstances or project changes related to hazards and hazardous materials have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts. No additional analysis is required.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. 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?	Setting p. 4-13 Impact 4.3.2.2	No	No	Yes
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting p. 4-10 Impact 4.3.2.1	No	No	Yes
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?	Setting pp. 4-10 to 4-13 Impact 4.3.2.3	No	No	Yes
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on – or offsite.	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Setting pp. 4-10 to 4-13 Impacts 4.3.2.1 and 4.3.2.2	No	No	Yes
iv) impede or redirect flood flows?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
d) result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not Addressed in EIR	No	No	NA
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Setting p. 4-13 Impact 4.3.2.2	No	No	Yes

4.10.1 Discussion

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies related to hydrology and water quality were adopted within the Conservation Element (approved July 2005), Land Use Element (August 2016), and Safety Element (August 2016) as listed below.

- **Policy VI.A (Conservation Element):** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
- **Policy V.A.(Land Use Element):** Restrict development in areas at risk of damage due to disasters.
- **Policy I.B (Safety Element):** The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.

Consistent with Policy VI.A of the Conservation Element. Project construction activities would be conducted in compliance with the City's SWMP, and the SWRCB NPDES Stormwater General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities. The General Construction NPDES Permit requires the preparation and implementation of a SWPPP that outlines the temporary construction-related BMPs to prevent and minimize erosion, sedimentation, and discharge of other construction-related contaminants, as well as permanent post-construction BMPs to minimize adverse long-term stormwater related water quality effects.

The GVSP site, including the Phase 1B area, is located within the 100-year flood hazard area. Mitigation Measure 4.3.3 of the GVSP EIR requires that no permits are issued until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. This mitigation measure is updated and clarified by Mitigation Measure HYDRO-1 (below), which would require that a complete final drainage plan and adequate onsite storm drainage facilities are implemented.

Preliminary drainage studies were prepared for all six of the Phase 1B TTMS and are included as Appendix I of this Addendum. According to these studies, runoff would be collected within each of the TTM areas via a network of catch basins and storm drain inlets and directed towards proposed bioretention basins for treatment in compliance with water quality requirements.

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

The GVSP EIR addressed water quality impacts related to implementation of the GVSP and noted that development of the site would add pollutants such as pesticides, fertilizers, oil and rubber residues, and detergents to the existing runoff. The GVSP EIR concluded that implementation of Mitigation Measure 4.3.3 requiring implementation of recommendations designed to reduce contaminants would reduce the impact to a less-than-significant level. This mitigation would continue to apply to the project. This project would slightly reduce the overall acreage to be developed in the Phase 1B area and would decrease the number of single-family residential units while increasing the number of multi-family residential units (refer to Table 2-2 and Table 2-3 in the Project Description). However, the project would not include any land uses not previously analyzed in the GVSP EIR, so there would not be any new land uses that could result in pollutants not previously considered. The project would continue to comply with mitigation requirements outlined in the GVSP EIR, as well as with all applicable State and local requirements related to water quality. With implementation of mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR addressed the GVSP's effect on groundwater recharge in Impact 4.3.2.1. Additionally, the EMWD Water Supply Assessment Report for the GVSP from September of 2019 states that "Groundwater is not being proposed to

serve this Project, as EMWD considers current groundwater production to be utilized completely by existing customers" (EMWD 2019).

The GVSP EIR noted that implementation of the GVSP would result in an unquantified reduction in groundwater recharge from the site, but that adequate downstream opportunities for recharge would ensure that the GVSP would not have a significant impact related to groundwater recharge. As noted in (a) above, this project would slightly reduce the amount of land in the Phase 1B area that would be developed under the GVSP and the proposed changes to the overall GVSP would increase open space and parks by approximately 244 acres. Therefore, the overall development pattern would decrease the area of impermeable surfaces from that approved in the GVSP. No new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

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

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

Impact 4.3.2.3 of the GVSP EIR evaluated the potential for the GVSP to result in erosion and sedimentation. The analysis noted that this would be a potentially significant impact, but that implementation of mitigation requiring a comprehensive erosion and sedimentation control plan would reduce the impact to a less-than-significant level. This project would not substantially change the location or amount of land that would be disturbed under the GVSP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR evaluated impacts related to changes in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3, included in the GVSP EIR, requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. In 2018, the Federal Emergency Management Agency (FEMA) issued a Letter of Map Revision (LOMR) for the Green Valley community (Community No. 060258), within which the project site and GVSP area are located. The LOMR reviewed updated data including flood channel improvements implemented within the GVSP and determined that updates to the Flood Insurance Rate Maps (FIRM) was warranted. The approved changes resulted in the creation of a "regulatory floodway" in portions of the GVSP. A regulatory floodway is an area that encompasses the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. Consistent with the FEMA LOMR, the GVSP and the specific land uses proposed within Phase 1B have restricted development in areas designated as a regulatory floodway. Within the Phase 1B project area, these areas are identified as open space and parks in Figure 203b (area north of floodplain line).

Preliminary drainage studies for all six of the TTMs (Appendix I) have been prepared and identify the necessary drainage improvements required to provide flood protection and to safely convey the runoff through the site consistent with FEMA and local flooding and drainage requirements.

However, to ensure implementation of ongoing maintenance and appropriate vector control measures for proposed water quality basins within the project site, Mitigation Measure HYDRO-1 is proposed to provide additional details to support implementation of Mitigation Measure 4.3.3 and ensure the recommendations of the drainage studies are followed. With implementation of this measure, the project would not result in any new significant impacts or substantially more severe flooding or flood hazard impacts and proposed land uses and infrastructure would comply with FEMA flood hazard requirements; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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?

As discussed in ii) above, mitigation included in the GVSP EIR would reduce drainage impacts to a less-than-significant level. Item a) above describes the mitigation required to ensure less-than-significant impacts related to water quality. As noted in (a) above, this project slightly decreased the amount of land in the Phase 1B area that would be disturbed under the GVSP, but would not substantially change development patterns, and the area of impermeable surfaces from that approved in the GVSP would be decreased. Therefore, the project would not result in any new significant impacts or substantially more severe impacts. The findings of the GVSP EIR remain valid and no further analysis is required.

iv) Impede or redirect flood flows?

As shown in Project Description Figure 2-3b, portions of the Phase 1B project are within the 100-year floodplain. The GVSP EIR noted that the GVSP site is within the 100-year flood hazard area but concluded that planned drainage improvements would protect the site from 100-year flood events. Mitigation Measure 4.3.3 includes a statement that no permits shall be issued until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As noted in (a) above, this project slightly decreases the amount of land in the Phase 1B area that would be disturbed under the GVSP but would not substantially change development from that approved in the GVSP. Also, the project as currently proposed would not interfere with planned drainage improvements that would be required prior to issuance of permits. Mitigation Measure 4.3.3 requiring acceptance of flood control facilities prior to permits would still apply to the GVSP, including development of the Phase 1B project. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR did not consider potential impacts related to inundation by seiche, tsunami. The GVSP project site is not near a lake that could be vulnerable to a seiche during high winds. Also, the site is not within a coastal area or river delta that could be impacted by a tsunami The risk of flood hazard is addressed in c(ii) above. The proposed changes to the GVSP, including the Phase 1B project, would not alter these conditions and the project would not have a significant impact.

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

The potential for the project to substantially degrade water quality is addressed in a) above. There are no other unaddressed water quality impacts.

Mitigation Measures

The following mitigation measures were referenced in the GVSP EIR analysis and would continue to remain applicable if project were approved.

- Mitigation Measure 4.3.3: Site Runoff, Water Quality, and Erosion and Sedimentation (see pp. 4-18 and 4-19 of the GVSP Final EIR (Appendix A) and pp. 5- 8 and 5-9 of the GVSP MMRP (Appendix C).

In addition to the mitigation measure in the GVSP EIR (listed above), implementation of the following mitigation measure is recommended.

Mitigation Measure HYDRO-1: Complete final drainage plan and provide adequate onsite storm drainage facilities.

With submittal of Improvement Plans to the City for each construction phase of the project site, the applicant shall prepare and submit a Final Drainage Analysis for the project site that conforms to the City's Storm Water Management

Plan (SWMP) [see Appendix I of this Addendum for the Preliminary Drainage Studies prepared for the six TTMs proposed in the Phase 1B area].

The Final Drainage Analysis shall identify project drainage facilities and design features that ensure runoff from the project site will not exceed pre-development levels. The identified drainage facilities and design features shall be included in the Improvement Plans for each construction phase of the project site. At a minimum, the necessary drainage facilities and design features constructed with each phase of development shall be sufficient to mitigate post-development runoff to pre-development levels for each phase. Drainage facilities and design features for later phases of the project may be constructed with earlier phases of the project.

The Final Drainage Analysis for each phase shall include evaluation of the final design for the 85th percentile storm (water quality storm), the tenth percentile storm (10-year storm) and the one percentile storm (100-year) storm. The Final Drainage Analysis for each phase shall include a discussion of that phase set in the context of the overall project, considering prior and future phase drainage facilities and design features.

Maintenance of the project drainage facilities and design features shall be the responsibility of the Homeowner's Association (HOA). A provision for maintenance and management of the drainage facilities and design features shall be included in the Codes, Covenants and Restrictions for the project. A separate Maintenance Program shall be developed in accordance with the County's SWMP to guide the long-term maintenance and management of the systems by the HOA. The Maintenance Program shall be submitted to the County for review and approval prior to recordation of the first final map.

To meet state water quality standards, the project's approved Water Quality Management Plan (WQMP) shall incorporate on-lot, Low Impact Development (LID) depressions to minimize runoff from the project site. In a storm event, all street runoff will go to off-lot basins, which would discharge flow directly into Line A (i.e., the existing main drainage channel) which flows into the San Jacinto River. Prior to construction of the project, the Applicant shall lower Line A to ensure adequate capacity and positive flow to San Jacinto River. For all nuisance water created from individual homeowners, the on-lot LID depressions (i.e., natural drainage systems designed with no concrete) will allow for the water to infiltrate directly into the soil and minimize the potential for standing water, which could attract mosquitoes. Riverside County Health, which actively contracts with Riverside County Flood Control, address vector issues associated within flood control facilities in its jurisdiction, which includes Line A and the San Jacinto River.

Programmatic Analysis of Other Land Use Changes Checklist Questions a-e

Other land use changes proposed within the Phase 1B but outside of the six TTMs would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the GVSP EIR nor would these change the drainage patterns or drainage improvements planned for the Phase 1B area.

As noted in (a) above, the project would continue to comply with mitigation requirements outlined in the GVSP EIR, as well as with all applicable State and local requirements related to water quality. The GVSP EIR concluded that implementation of Mitigation Measure 4.3.3 requiring implementation of recommendations designed to reduce contaminants would reduce the impact to a less-than-significant level. This mitigation would continue to apply to future projects in the Phase 1B area as well as the overall GVSP. With implementation of the mitigation stated in the GVSP EIR, no new significant impacts or substantially more severe impacts are related to water quality or compliance with water quality regulations are identified at the program level of analysis. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

As noted in (b) above, groundwater is not being proposed to serve the GVSP, including Phase 1B as EMWD considers current groundwater production to be utilized completely by existing customers. Therefore, no impacts are identified at the program level related to groundwater management.

As noted in (c) above, the GVSP EIR evaluated impacts related to changes to erosion and runoff conditions and in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3, included in the GVSP EIR, requires future development projects to provide detailed drainage plans, with measures to reduce runoff where feasible, and construction of flood control facilities. Mitigation Measure 4.3.3

requiring acceptance of flood control facilities prior to permits would apply the GVSP, including those areas in Phase 1B that are outside of the six TTMs. Therefore, no impacts are identified at the program level related to drainage and runoff. Therefore, the findings of the GVSP EIR remain valid.

Conclusion

Drainage Studies (Webb 2019a, 2019b and 2020a – 2020d in Appendix I) have been provided for the proposed Phase 1B project. This new information is consistent with the activities recommended in the mitigation adopted for the GVSP. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe impacts to hydrology and water quality would occur with the project. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
11. Land Use and Planning. Would the project:				
a) Physically divide an established community?	Setting pp. 4-33 to 4-39 Impacts 4.6.2.1 and 4.6.2.2	No	No	Yes
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?	Setting pp. 4-39 to 4-40 Impact 4.6.2.4	No	No	Yes

4.11.1 Discussion

The GVSP was adopted under the City's land use policies in 1990. Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in October of 2004 (City of Perris 2004). Many of the goals and policies in the General Plan 2030 are similar to those in the General Plan as it existed in 1990. But some new policies have been adopted into the City's General Plan 2030 for the purpose of avoiding or mitigating an environmental impact. These policies are located within the following General Plan 2030 Elements: Land Use, Circulation, Conservation, Noise, and Safety. Also, since certification of the GVSP EIR, Riverside County and numerous municipalities, including the City of Perris, have implemented the Western Riverside County MSHCP. The Western Riverside County MSHCP is discussed in Section 4.4, Biological Resources, of this Addendum. As described below, these changes do not constitute substantial alterations that would require additional analysis beyond that provided in this checklist.

As part of the proposed Phase 1B project, the land use designation in PA 16 on the GVSP land use map would be updated. This PA is part of the previously approved Phase 1A development project, which is under construction and the designation needs to be updated for consistency with its approved land use. The remaining PAs that contain Phase 1A development (PA 17, 27, and 28) do not require an update to their land use designation because they remain consistent with the approved GVSP. This action would have no effects on the environment and would not require additional analysis.

a) Physically divide an established community?

As discussed in Section 4.6, Land Use, of the GVSP EIR, the GVSP site is located in an area which consists of agricultural and public and quasi-public lands. Surrounding uses include agriculture, the Perris Valley Airport, and the Perris Valley Wastewater Treatment Facility. The GVSP EIR analysis did not specifically evaluate whether the GVSP would divide an established community, but the analysis of surrounding land uses indicates that there would be no impact because no established community existed within the project site or in its immediate vicinity. Since certification of the GVSP EIR, agricultural land to the southwest of the GVSP site has been converted to largely single-family homes on lots less than one-quarter acre in size, and two subdivisions with 314 single-family dwelling units are under construction within the Phase 1A project, which is adjacent to portions of Phase 1B project site on the southern edge of the GVSP area. The GVSP and Phase 1B project would share connections to these neighborhoods. Therefore, project implementation would not physically divide an established community. No other changes in development at the site or surrounding area have occurred since approval of the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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?

Impact 4.6.2.4 in the 1990 GVSP EIR addressed consistency of the then-proposed GVSP with the Perris General Plan and determined that the GVSP would be generally consistent and the impact would not be significant. The project includes changes to the development pattern and phasing plan for Phase 1 of the GVSP site. The Phase 1B project area is located in areas that were planned for buildout during Phase 1 through 4 of development in the 1990 GVSP. Under the revised phasing plan, the Phase 1B project area would occur primarily within the first phase of GVSP development, located in the southern half of the GVSP.

As described above, the City adopted the Comprehensive General Plan 2030 in October of 2004 (2030 General Plan) (City of Perris 2004). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies have been adopted for the purpose of avoiding or mitigating environmental impacts. Appendix N of this Addendum provides a detailed analysis of the project's conformance with applicable policies within the 2030 General Plan. Specifically, Appendix N provides background discussion of the policies within the 2030 General Plan Housing, Land Use, Circulation, Conservation, Noise, Safety, and Open Space Elements. Appendix N also assesses the project's conformance with the City's Parks and Recreation Master Plan. Additional analysis of the project's conformance with applicable 2030 General Plan policies is discussed throughout Chapter 4 of this Addendum (4.3 Air Quality; 4.4 Biological Resources; 4.5 Cultural Resources; 4.6 Energy; 4.7 Geology and Soils; 4.8 Greenhouse Gas Emissions; 4.9 Hazards and Hazardous Materials; 4.10 Hydrology and Water Quality; 4.13 Noise; 4.17 Transportation/Traffic; 4.19 Utilities and Service Systems). As described in Appendix N and throughout Chapter 4 of this Addendum, the project would conform with applicable policies of the City's 2030 General Plan. In addition, the project would be consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), as discussed in Section 4.4, Biological Resources of this Addendum, and with the Airport Land Use Plan, as discussed in Section 4.9, Hazards and Hazardous Materials and Section 4.13, Noise.

The Phase 1B project would include changes to the density and number of units for the first phase of development (refer to Chapter 2, Tables 2-1 and 2-2 of the Project Description). These proposed changes would decrease the number of dwelling units within the footprint of the six proposed TTMs by 74 units but would not change the overall land use assumptions for the rest of the GVSP area. The proposed changes would remain consistent with the Perris 2030 General Plan. Because the project includes amending the GVSP, and the project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was referenced in the 1990 GVSP EIR analysis and would continue to remain applicable with project approval.

- Mitigation Measure 4.6.3.1: Onsite and Surrounding Land Use (see p. 4-56 of the GVSP Final EIR [Appendix A] and pp. 5- 11 and 5-12 of the GVSP MMRP [Appendix C]).

Programmatic Analysis of Other Land Use Changes Checklist Questions a) and b)

As noted in (a) above, the GVSP site remains largely undeveloped, with no established community present within the project site or in its immediate vicinity. The GVSP would share connections to existing neighborhoods. Therefore, implementation of land use changes for the GVSP would not physically divide an established community. No new significant impacts or substantially more severe impacts related to community integrity are identified at the program level of analysis. Therefore, the findings of the GVSP EIR remain valid at a program level and no further analysis is required.

As described in Section 2.3.3, project objectives include changes to the development pattern in the GVSP site in order to adhere to the development restrictions of the Perris Valley Airport Land Use Commission Plan (ACLUP), meet School

District site requirements that comply with the ALUCP zones, and that comply with Riverside County Critical Habitat Zones. Other land use changes proposed within the Phase 1B project area outside of the TTMs include reduction in the size of a commercial area (PA 13a) and the addition of a multi-family residential area (PA 13b) with a maximum allowable density of 135 dwelling units at the southwest corner of the Phase 1B area. The overall land use changes also include the regional park in PAs 24 and 25. These changes would not increase the number of dwelling units within the Phase 1B area over the number approved for the Phase 1B area under the 1990 GVSP, nor alter land use types within the overall GVSP area. Therefore, the analysis contained in the 1990 GVSP EIR remains valid. The project serves to make the GVSP consistent with new laws and regulations adopted after the adoption of the GVSP and would not conflict with any plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the findings of the GVSP EIR remain valid at a program level and no further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
12. Mineral Resources. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Not Addressed	No	No	NA
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?	Not Addressed	No	No	NA

4.12.1 Discussion

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

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

The GVSP EIR did not evaluate the potential impacts related to mineral resources. Aggregate resources are classified as one of several different mineral resource zone categories based upon the relative knowledge about the potential presence and quality of materials. However, as shown on the California Department of Conservation's mineral land classification maps, the area is classified as an urban area (CDC 2008). As urban land, the GVSP site is not considered to include any mineral resources. Therefore, no significant mineral resources impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

None required for the project.

Programmatic Analysis of Other Land Use Changes Checklist Questions a) and b)

As shown on the California Department of Conservation's mineral land classification maps, the plan area is classified as an urban area (CDC 2008). As urban land, the GVSP site is not considered to include any mineral resources. Therefore, no significant mineral resources impacts would occur.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
13. Noise. Would the project result in:				
a) Generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 4-103 to 4-106 Impacts p. 4-107 to 4-109	No	Yes, the City's current noise standard for new residential land uses is 60 dB CNEL.	No, mitigation measures have been updated.
b) Generation of excessive groundborne vibration or groundborne noise levels?	Not discussed in setting or in impact analysis.	No	No	NA
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Setting p. 4-103 to 4-106 Impacts p. 4-107 to 4-109	No	No	Yes
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Setting p. 4-103 to 4-106 Impact p. 4-107 Mitigation p. 4-109 to 4-110 and 4-112	No	Yes	No, however, mitigation measures have been updated (see Mitigation Measure Noise--3 below) to ensure that construction noise would be reduced to a less-than-significant level.
e) 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?	Setting p. 4-103 Impact p. 4-108 Mitigation p. 4-110 and 4-111	No	Yes	Yes

4.13.1 Discussion

Ambient noise levels in and near the GVSP planning area have likely increased since the GVSP FEIR was prepared in 1990. This is due to increased development in the region, increased volumes of vehicle traffic on area roadways, and an increase in aircraft operations at Perris Valley Airport. Also, the City of Perris adopted a General Plan with a Noise Element in 2005 (City of Perris 2005) and a standard for construction-generated noise was added to Section 7.34.060 of the City of Perris Municipal Code in 2000.

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies as they existed in 1990. The 2030 General Plan includes the land use and

development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies were adopted for the protection of the noise environment. The policies that are applicable to the project are listed below.

- **Policy I.A:** The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.
- **Policy III.A:** Mitigate existing and future noise impacts resulting from train movement.

Implementation of Mitigation Measure NOISE-1 would ensure that onsite land uses developed by the project would comply with the implementation measures of Policy I.A and would not be exposed to exterior noise levels that exceed the City's noise standards. The City's noise standards are based on the State of California Noise/Land Use Compatibility Criteria; thus, the project would be consistent with Policy 1.A.

The nearest railroad is approximately 1.5 miles northeast of the project site. At this distance, the project would not experience noise levels in excess of the noise standards found in Policy III.A, and thus would be consistent with that policy.

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?

Temporary Construction Noise

The GVSP FEIR included a discussion about the potential for construction-generated noise. It determined that the exposure of residential land uses and other noise-sensitive receptors to construction-generated noise during the more noise-sensitive evening and nighttime hours would be a significant impact. Mitigation in the GVSP FEIR requires all construction activity near residential land uses to be limited to the daytime hours of 7:00 a.m. to 7:00 p.m. and be prohibited on weekends. The GVSP determined that this mitigation would reduce the impact to a less-than-significant level. This time-of-day restriction was reinforced when the City of Perris Municipal Code was amended in 2000. Section 7.34.060 of the City of Perris Municipal Code also specifies that construction activity shall not exceed 80 dB in residential zones in the city. The construction activities for the project would be expected to be similar to those characterized in the GVSP EIR. Construction activities under the project would require similar types and numbers of equipment operating at similar levels of intensity. Table 4.12-1 lists the noise levels generated by the types of equipment that would be used during project construction.

Table 4.13-1 Noise Emission Levels from Construction Equipment

Equipment Type	Typical Noise Level (dB) at 50 feet[1]
Scraper	85
Dozer	85
Excavator	85
Dump Truck	84
Backhoe	80
Front End Loader	80

Notes: dB = decibels

[1] Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2006

Site preparation and grading typically generates the highest noise levels because these activities involve the use of heavy, off-road equipment operating at full power (e.g., scrapers, dozers, excavators). Noise-sensitive receptors near the project site would, at times, experience elevated noise levels from construction activities. The closest offsite receptors to project-related construction activity would be the single -family homes just west of Goetz Road and the single-family homes just south of Ethanac Road. The property line of these homes is located approximately 100 feet from the closest portion of the project site where construction equipment would be operated. Assuming the three

loudest types of equipment (i.e., a scraper, a dozer, and an excavator) are operating near the project site boundary at the same time, they would generate a combined noise level of approximately 84 dB at a distance of 100 feet. A sound wall along the west side of Goetz Road would provide 5 dB of noise reduction for the homes west of Goetz Road. Thus, maximum construction noise levels would not exceed the City's 80 dB standard at these homes. However, there is no sound barrier protecting the homes located along the south side of Ethanac road. These, offsite residential receptors could be exposed to noise levels that exceed the City's 80 dB standard. This would be a significant impact that would be reduced by implementation of the mitigation required by the GVSP EIR. However, supplemental mitigation recommended below, would be required to ensure that maximum construction-generated noise levels would not exceed 80 dB at offsite residential receptors. Therefore, this impact would be reduced to a less-than-significant level.

Long-Term Exposure of Offsite Sensitive Receptors to Increased Traffic Noise Levels from Project Operation

In the GVSP FEIR, traffic noise levels were projected for major arterials in and around the GVSP using methodologies recommended by the Federal Highway Administration (FHWA). The analysis estimated that traffic noise levels would exceed a community noise equivalent level (CNEL) of 70 decibels (dB) at proposed residences adjacent to Case Road, Ethanac Road east of Murietta Road, and Murietta Road, which borders the eastern side of the project area. The analysis in the GVSP FEIR determined this to be a significant impact. Mitigation on page 4-110 of the GVSP FEIR requires design measures to protect new onsite residential receptors; however, the GVSP FEIR did not include analysis of traffic noise levels along the segment of Ethanac Road between Goetz Road and Murietta Road. Nonetheless, these potential impacts could have been known at the time the GVSP project was approved. Therefore, the evaluation of these impacts below does not constitute significant new information. The question at hand is whether the proposed changes would result in substantially greater impacts under the revised plan compared to the plan that was approved.

These roadway segments are important because they are adjacent to the project site. Since the GVSP EIR was prepared, the City established a standard of 60 dB CNEL to evaluate exterior noise exposure at new residential land uses in the Noise Element of its General Plan (City of Perris 2005).

Ethanac Road is a four-lane Expressway, divided by a raised median. Ethanac Road carries an existing (year 2020) p.m. peak-hour traffic volume of 1,192 vehicles west of Green Valley Parkway and 1,034 vehicles east of Goetz Road (Webb 2020). Its posted speed limit is 50 miles per hour (mph). The vehicle mix is assumed to be 4.5 percent medium trucks and 3.5 percent heavy trucks, based on observations conducted during the site visit.

Goetz Road is a four-lane undivided Primary Arterial roadway with an existing (year 2020) p.m. peak hour traffic volume of 957 vehicles north of Fieldstone Drive. Its speed limit is unposted; however, the average vehicle speed was assumed to be 45 mph, based on observations conducted during a site visit. The vehicle mix is assumed to be 13 percent medium trucks and 9 percent heavy trucks, based on observations conducted during a site visit (Webb 2020).

Green Valley Parkway is a two-lane Collector roadway, divided by a raised median, with an existing (year 2020) p.m. peak hour traffic volume of 29 vehicles west of Murietta Road. Its speed limit is unposted; however, the average vehicle speed was assumed to be 35 mph, based on observations conducted during the site visit (Webb 2020). Green Valley Parkway currently exists only between Fieldstone Drive and Murietta Road.

Murietta Road is a two-lane undivided Secondary Arterial roadway with an existing (year 2020) p.m. peak hour traffic volume of 183 vehicles north of Green Valley Parkway. Its speed limit is unposted; however, the average vehicle speed was assumed to be 35 mph, based on observations conducted during the site visit. The vehicle mix is assumed to be 100 percent cars, based on observations conducted during a site visit (Webb 2020) .

I-215 is a four-lane divided Freeway, with an existing peak-hour traffic volume of 5,700 vehicles north of Ethanac Road [Caltrans 2020]. Watson Road is a dirt road with no observed traffic.

Based on modeling performed for the project (see Appendix J of this addendum), unabated noise levels on the following roadways from increased vehicle activity associated with project implementation would be as high as:

- 61 dBA CNEL at the first row of homes facing Murietta Road on TTM 37223,
- 72 dBA CNEL at the first row of homes facing Goetz Road on TTM 37262,
- 60 dBA CNEL at the first row of homes facing Murietta Road on TTM 37722,
- 71 dBA CNEL at the first row of homes facing Ethanac Road on TTM 37816,
- 59 dBA CNEL at the first row of homes facing I-215 on TTM 37817, and
- 68-73 dBA CNEL at the first row of homes facing Ethanac Road on TTM 37818.

Increases of less than 3 dB are not noticeable by humans (Egan 2007:21; Caltrans 2013:2-44). Thus, for the purpose of this analysis, a traffic noise level increase equal to, or greater than 3 dB is considered to be substantial.

Changes to the background traffic conditions near the project have occurred since the GVSP FEIR was adopted, and new projections for future cumulative conditions have also been developed. These changes could potentially result in the potential for new or more severe traffic noise impacts. With regards to whether the project would result in substantially greater impacts to offsite residences, an evaluation of traffic volumes with the project and the development slated for the same area under the approved GVSP was conducted for the existing and cumulative scenarios. The project would generate approximately 12,082 vehicle trips per day (trips/day), which is less than the 13,100 trips/day that would have been generated by land uses that could have been developed on the same area under the adopted GVSP (see Appendix K). Traffic noise levels under the existing and cumulative scenarios were modeled using FHWA's Traffic Noise Model (FHWA 2011).

The project would increase noise levels at 50 feet from the centerlines of Goetz Road south of Ethanac Road, Ethanac Road east of Goetz Road, Ethanac Road east of Muriette Road, I-215 Southbound Ramp north of Ethanac Road, I-215 Southbound Ramp south of Ethanac Road, and Ethanac Road east of I-215 Northbound Ramps to 65–70 dBA. However, as summarized in Table 6 in Appendix J, these increases would be below 3 dBA and therefore considered imperceptible to humans. Moreover, the volume of noise-generating traffic generated by the project would be less than would be generated by the land uses under the approved GVSP. Notably, several roadways within the project area support vehicle levels that generate noise in excess of acceptable noise levels for residential land uses.

Because the traffic noise level increases with the project and the approved development under cumulative conditions would not be perceptible to humans and would not be substantial (i.e., less than 3 dB), this impact would not be substantially more severe than the impact that would occur within the same area within the approved GVSP. For these reasons, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Long-Term Exposure of Offsite Sensitive Receptors to Increased Stationary- and Area-Source Noise Levels from Project Operation

The project would not introduce any new stationary sources of noise in the project area. The types of area-noise sources associated with the project (e.g., children playing outside, residential landscaping activities) would not be different than the types of area-noise sources associated with same area of the GVSP.

Exposure of Onsite Sensitive Receptors to Aircraft Noise

Noise associated with aircraft operations at March Airforce Base and at Perris Valley Airport is discussed under item c) below.

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

Impacts from potential sources of groundborne noise and vibration were not discussed in the GVSP FEIR. The GVSP and Phase 1B project would not result in the development of any industrial sources that would generate noticeable levels of groundborne noise or groundborne vibration. Construction activity would not involve pile driving or blasting, which are the types of construction activity most likely to generate noticeable levels of ground vibration at nearby receptors. Other types of construction activity, such as the use of dozers and heavy haul trucks, would not take place in close proximity to residential uses, where they may result in human annoyance for an extended period of time, or near vibration-sensitive structures such as historic buildings or laboratories performing vibration-sensitive

work. Moreover, the types of vibration-generating activities associated with the project would be the same as what was anticipated during preparation of the GVSP FEIR and not considered a new circumstance involving new or substantially more severe impacts related to ground vibration. Therefore, no new or substantially more severe impacts would occur from project-related groundborne vibration or groundborne noise as a result of the project.

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?

The northern boundary of the project area is located approximately 0.75 mile south of the south end of the closest runway at Perris Valley Airport. Perris Valley Airport is a privately-owned airport open to public use. Its runways are generally oriented north-south.

On page 4-108 the GVSP FEIR explains that airport noise complaints begin to occur when residential land uses are exposed to exterior aircraft noise levels greater than 60 CNEL and that exterior noise levels up to 60 CNEL are generally considered "normally acceptable" and noise levels above 65 CNEL are considered "normally unacceptable" at residential land uses. The discussion about aircraft noise in the GVSP FEIR does not discuss the interior noise standard of 45 CNEL. Nonetheless, the GVSP FEIR explained, residential land uses would be exposed to single-event flyover noise on a regular basis. It explained that noise from individual flyovers associated with operations at the Perris Valley Airport can be as high as 85 dB on the ground for a short period and that the annoyance resulting from such single events of exposure would be a significant impact. Mitigation on pages 4-110 and 4-111 of the GVSP FEIR requires that aviation easements be given to the Perris Valley Airport that include reference to effects in the airport's vicinity including noise impacts and do not restrict airport operations. The GVSP FEIR determined that this mitigation would reduce aircraft noise impacts to a less-than-significant level.

Since the GVSP FEIR was prepared, the most recent update to the land use compatibility plan for Perris Valley Airport was prepared by the Riverside County Airport Land Use Commission in 2009. All of the airport's operations occur between 7:00 a.m. and 10:00 p.m. and the airport does not have a control tower, runway lights, or approach lights (FltPlan 2016). At that time the compatibility plan was prepared, the airport supported 94 average daily aircraft operations (i.e., a takeoff or landing) and 34,000 annual aircraft operations. The airport is projected to support 141 average daily aircraft operations and 52,000 annual aircraft operations by 2029 (Riverside County Airport Land Use Commission 2010a: W8-5). The compatibility plan presents aircraft noise contours for this projected level of aircraft operations. According to these contours, no portion of the project site is located within the airport's 60 CNEL contour but some portions of the residential land uses proposed on the project site are located within the airport's 55 CNEL contour (Riverside County Airport Land Use Commission 2010a:3-41). The compatibility plan and its CEQA document do not discuss the impact from single event noise levels generated by aircraft operations.

The existence of Perris Valley Airport and the fact it is expected to host increasing levels of aircraft activity was known at the time the GVSP FEIR was written. The level of expected growth in operations at Perris Valley Airport is not considered a new circumstance involving new or substantially more severe impacts than existed at the time GVSP FEIR was written. Moreover, pursuant to the compatibility plan, residential development projects proposed within the 55 CNEL aircraft noise contour are subject to a condition that noise reduction measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations does not exceed 45 CNEL (Riverside County Airport Land Use Commission 2010ba:49). This condition would also apply to any proposed residences on the project site that are located within the airport's 55 CNEL contour. Therefore, the conclusions of the GVSP FEIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the GVSP FEIR analysis (see pp. 4-109 through 4-112 of the GVSP FEIR [Appendix A] and pp. 5-19 through 5-22 of the GVSP MMRP [Appendix B]) and would continue to remain applicable if the project were approved.

Mitigation Measure 4.10.3.1. Mitigation for Construction Noise

Mitigation Measure 4.10.3.2. Mitigation for Exterior Noise Impacts

Mitigation Measure 4.10.3.3. Mitigation for Interior Noise Standards

In addition to the mitigation measures in the GVSP FEIR (listed above), the following mitigation measures to address traffic noise at existing offsite noise-sensitive residential land uses and construction-generated noise at nearby noise-sensitive receptors:

Mitigation Measure NOISE-1

Traffic Noise at Proposed Onsite Noise-Sensitive Receptors

Implement noise reduction measures to ensure that exterior noise levels at onsite residential land uses developed near the north side of Ethanac Road east of Goetz Road do not exceed the City's current noise standard of 60 dB CNEL under cumulative-plus-project conditions. This measure is consistent with General Plan Implementation Measure II.A.2, which recommends the use of quieter roadway surface materials and solid noise barriers between noise-sensitive land uses and noise-generating roadways (City of Perris 2016:57). This performance standard can be achieved using any combination of the following measures:

- Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment.
- Construct a sound barrier along the northern side of the segment of Ethanac Road east of Goetz Road. The sound barrier shall extend along the south boundary of the project site. The sound barriers shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable CNEL standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. If necessary, the sound barrier shall be divided into overlapping segments with a gap in the overlapped portion to provide access to the driveways. If the sound barriers ensure that exterior traffic noise levels on the residential properties would not exceed 60 dB CNEL, then the applicant shall not be required to pave the roadway with a special low-noise surface treatment.
- Set back residential land uses from the edge of Ethanac Road.

Mitigation Measure NOISE-2

Noise reduction measures shall be implemented to ensure that maximum construction-generated noise levels do not exceed the City's exterior noise standard of 80 dB on nearby operational residential properties, including the existing single family homes located along the south side of Ethanac Road. This performance standard shall be achieved through implementation of some or all of the noise reduction measures listed below.

- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses;
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds shall be closed during equipment operation;
- Replace individual construction operations and techniques with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of onsite) where feasible and consistent with building codes and other applicable laws and regulations.
- Equip all construction equipment with audible self-adjusting backup alarms or alarms that only sound when an object is detected. The self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. In addition to the use of backup alarms, the construction contractor shall consider other techniques such as observers and the scheduling of construction activities so that alarm noise is minimized.
- Avoid using more than one piece of construction equipment in areas located within 200 feet of the nearest residential land use; and/or
- Install a temporary sound barrier near construction activity along the southern portion of the project area. The temporary sound barriers shall provide a minimum reduction of 4 dB. Temporary sound barriers may consist of noise curtains, straw bales, or solid walls. The temporary noise barriers shall be installed as close as possible to the boundary of the construction site within the direct line-of-sight path of the nearby sensitive receptor(s).
- Prior to construction activity a construction noise mitigation plan shall be prepared by a qualified acoustical engineer demonstrating that the selected measures will be sufficient to ensure that maximum construction noise levels will not exceed 80 dB at the boundary of offsite residential land uses. The acoustical engineer shall be selected by City of Perris staff. Implementation of all construction noise reduction measures and the construction noise mitigation plan shall be fully funded by the project applicant.
- In addition, the applicant or construction contractors shall post visible signs along the perimeter of the construction site that provide a contact number for a City of Perris enforcement officer to whom noise complaints can be filed and recorded. The applicant will be informed of any noise complaints and responsible for investigating complaints and implementing feasible and appropriate measures to reduce maximum construction-generated noise levels to less than 80 dB at receiving land uses.

Conclusion

Implementation of Mitigation Measures 4.10.3.1, 4.10.3.2, 4.10.3.3, NOISE-1, and NOISE-2 would reduce operational and construction noise to a less than significant level. No new or substantially severe significant effects would occur with implementation of the project; therefore, the conclusions of the GVSP FEIR remain valid and no further analysis is required.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
14. 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)?	Setting p. 4-59 Impact 4.7.2	No	No	Yes
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Not Addressed in the GVSP EIR	No	No	NA

4.14.1 Discussion

No substantial change in the regulatory settings related to population and housing, as described in GVSP EIR Section 4.7 under Population and Housing, has occurred since certification of the GVSP EIR. As described in the project description (Tables 2-1 and 2-2) of this Addendum, there would be a decrease of 74 dwelling units in the portion of the Phase 1B project area containing the six proposed TTMs as compared to the same area for the approved GVSP and the mix of housing types would increase multi-family units and reduce single family units. The number of new residents would also decrease compared to the approved GVSP due to the reduced number of units and the lower population generation rates for multi-family housing.

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)?

As described in the GVSP EIR under Impact 4.7.2, the GVSP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact and the additional population from the GVSP was included in local and regional growth forecasts, this was concluded to be a less-than-significant impact. The project would add 222 fewer residents to this area of the GVSP than under the approved land use plan because the project would decrease the total number of dwelling units on-site and increase the number of multi-family units over single-family units. Therefore, no new significant impacts or substantially more severe impacts would occur as a result of the proposed Phase 1B project. The findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR did not evaluate the potential for displaced homes or people, or the need for replacement housing. At that time, the project site was composed of uninhabited agricultural land. Most of the land within the GVSP is still uninhabited today, including the Phase 1B project area, so no people or homes would be displaced by the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the GVSP EIR regarding population and housing. No additional mitigation measures are required for the project for this issue.

Programmatic Analysis of Other Land Use Changes Checklist Questions a and b

Land use changes proposed within the Phase 1B project area and outside of the Phase 1B TTMs include reduction in the size of a commercial area to 5.5 acres from 14.5 acres (PA 13a) and addition of a 9.3-acre multi-family residential area (PA 13b) with a maximum allowable 135 dwelling units at the southwest corner of Phase 1. These changes would not increase the number of dwelling units within the Phase 1B area over the number approved for the Phase 1B area under the 1990 GVSP, nor alter land use types within the overall GVSP area. Therefore, the findings of the GVSP EIR remain valid for program level analyses and no further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
15. Public Services.				
a) 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, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i) Fire protection?	Setting p. 4-119 Impact 4.12.2.2	No	No	Yes
ii) Police protection?	Setting p. 4-118 Impact 4.12.1.2	No	No	Yes
iii) Schools?	Setting p. 4-126 Impact 4.12.4.2	No	No	Yes
iv) Parks?	See below in Section 4.15, Recreation			

4.15.1 Discussion

No substantial changes in the environmental and regulatory settings related to public services described in GVSP EIR Section 4.12 Public Facilities and Services, has occurred since certification of the GVSP EIR.

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

Fire protection?

The GVSP EIR evaluated the potential impacts of the GVSP related to fire protection and calculated that the GVSP would require one new, two-engine station. Mitigation Measure 4.12.2.3 included in the GVSP EIR requires site dedication within the GVSP for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. This mitigation would ensure that impacts related to fire protection would be reduced to a less-than-significant level. The project would not significantly change the location or amount of development or increase densities at the site. The mitigation required in the GVSP EIR would continue to apply to the project. Because the project would result in a slight decrease in residential units from what was approved, the project would not generate a need for additional fire stations beyond what is already required for the

GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Police protection?

Impact 4.12.1.2 of the GVSP EIR evaluated potential impacts from the GVSP on police protection. The analysis calculated that the GVSP would require 18 new sworn officers to meet City standards. Mitigation Measure 4.12.1.3 included in the GVSP EIR required payment of City fees that would generate revenue for the City to cover the costs of the additional officers. The GVSP EIR concluded that the GVSP would result in a less-than-significant impact with implementation of this mitigation. The project would not significantly change the location or amount of development or increase densities at the site. The mitigation required in the GVSP EIR would continue to apply to the project. Because the project would result in a decrease in residential units from what was approved, the project would not generate a need for additional officers beyond what is already required for the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Schools?

The GVSP EIR evaluated the potential impacts on schools that would result from implementation of the GVSP. The analysis noted that approximately 3,991 new students would be generated by the GVSP, but that impacts would be reduced to a less-than-significant level with incorporation of mitigation. Mitigation Measure 4.12.4.3 included in the GVSP EIR required payment of school impact fees as well as agreements between the developer and the school districts regarding adequate provisions for schools. This mitigation reduced potential impacts to a less-than-significant level.

The elementary school site originally considered as part of the original GVSP was moved to a later phase of the GVSP through a land exchange. The school is now proposed for Phase 2. While this would change the timing of the development of the elementary school, overall school demand would be met within the GVSP site. The project would result in a small decrease in the number of residential units in Phase 1B, which would also decrease demand for school services within this portion of the plan area. However, overall population for the GVSP would be the same or reduced compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Parks?

See Section 4.15, Recreation, for a discussion of impacts related to parks and recreation.

Mitigation Measures

The following mitigation measures were referenced in the GVSP EIR analysis and would continue to remain applicable if project were approved.

- Mitigation Measure 4.12.1.3: Police Protection (see p. 4-118 of the GVSP Final EIR (Appendix A]) and p. 5- 24 of the GVSP MMRP [Appendix C])
- Mitigation Measure 4.12.2.3: Fire Protection (see p. 4-119 of the GVSP Final EIR (Appendix A) and p. 5- 24 of the GVSP MMRP (Appendix C)
- Mitigation Measure 4.12.4.3: Public Schools (see pp. 4-128 and 4-129 of the GVSP Final EIR [Appendix A] and p. 5-27 of the GVSP MMRP (Appendix C))

Programmatic Analysis of Other Land Use Changes Checklist Questions

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the number of overall residential units and land use types within the GVSP area. While the land use changes would

decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages, overall land use demands for public services would not be substantially different from that originally approved in the 1990 EIR. Consequently, the proposed changes would not exceed service demands for fire protection, police, schools and parks that were identified in the 1990 GVSP EIR and no new significant impacts or substantially more severe impacts are identified. Therefore, the findings of the GVSP EIR remain valid for program level analyses and no further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
16. 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?	Setting p. 4-129 Impact 4.12.5.2	No	No	Yes
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?	Setting p. 4-129 Impact 4.12.5.2	No	No	Yes

4.16.1 Discussion

No substantial changes in the environmental and regulatory settings related to recreation described in GVSP EIR Section 4.12 Public Facilities and Services, has occurred since certification of the GVSP EIR.

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?

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The GVSP EIR evaluated potential impacts of the GVSP related to parks and recreation and concluded that the GVSP would not have a significant impact and no mitigation was needed. The analysis noted that the GVSP includes the dedication of land in excess of the amount required by the Quimby Act.

Quimby Act land dedication requirements are based on population. According to the GVSP EIR, the GVSP required 35.1 acres of parks. The GVSP would include 93.9 acres of parkland (see Figure 2-3), thereby exceeding the requirements of the Quimby Act. The proposed Specific Plan Amendment would increase park acreage to approximately 102 acres, and open space to approximately 292 acres. Under the GVSP no parks were planned within the Phase 1B project area and under the current proposal no parks are proposed for the Phase 1B project. Open space within the Phase 1B project area would primarily serve as detention basins and water management features. Because the population would decrease under the proposed project, there would be no reduction in parkland, and the project would not reduce the number of park acres in the GVSP, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the GVSP EIR regarding population and housing. No additional mitigation measures are required for the project for this issue.

Programmatic Analysis of Other Land Use Changes Checklist Questions (a)-(f)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the number of overall residential units and land use types within the GVSP area. While the land use changes would decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages, overall land use demands for public services would not be substantially different from that originally approved in the 1990 EIR. Consequently, the proposed changes would not exceed service demands for recreational facilities that were identified in the 1990 GVSP EIR and no new significant impacts or substantially more severe impacts are identified. Therefore, the findings of the GVSP EIR remain valid for project level and program level analyses and no further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to recreation.

4.17 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	No, but mitigation updated to resolve impacts
b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	Yes	No, but mitigation updated to resolve impacts
c. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	Yes
d. Result in inadequate emergency access?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	No, but mitigation updated to resolve impacts

4.17.1 Discussion

The vehicle miles traveled (VMT) associated with the land uses developed under the Green Valley Specific Plan (GVSP) were not analyzed in the FEIR, which was certified in 1990. While VMT was a metric used extensively in the transportation industry at the time for a variety of purposes including, but not limited to highway cost allocation, determining user fee structures, and estimating air quality and greenhouse gas (GHG) emissions, the VMT associated with land use development was not commonly addressed in CEQA documents. At the time the GVSP EIR was prepared, no agencies in California, such as the Governor's Office of Planning and Research (OPR), had published recommendations to address VMT in CEQA documents. Since that time, the effects of VMT as it relates to GHG emissions, multimodal transportation networks, and land use development patterns have become more widely understood, and recent legislation and regulatory updates now direct agencies to consider VMT as the preferred metric for assessing the potential traffic impacts of proposed projects. For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis of the VMT generated by the project. The evaluation provided below does not constitute "new information" as defined in CEQA Guidelines Section 15162, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the 1990 GVSP EIR was prepared; and thus, could have been evaluated at that time.

REGULATORY SETTING

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, required the Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address transportation metrics under CEQA. As stated in the legislation, upon adoption of the

new guidelines, "automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." OPR published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to Senate Bill 743. The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining transportation impacts. The guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

City of Perris Transportation Impact Analysis Guidelines for CEQA

On June 9, 2020 the City of Perris adopted the *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) to ensure that land use development and transportation projects comply with the latest requirements of the CEQA Guidelines as they relate to VMT. The TIA Guidelines provide the City of Perris, as the lead agency under CEQA, with standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA (City of Perris 2020).

The City of Perris TIA Guidelines are based on the recommendations provided in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* and the Western Riverside Council of Governments (WRCOG) *Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. The TIA guidelines have been tailored to serve the local land use conditions, transportation network, and the General Plan goals and policies in the City of Perris (City of Perris 2020). The VMT analysis included herein was conducted consistent with the guidance, recommendations, and significance thresholds contained within the TIA Guidelines.

City of Perris Comprehensive General Plan 2030

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in effect in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies related to transportation were adopted within the Circulation Element (approved August 2008). The policies that are applicable to the project are listed below.

- Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
- Policy I.D: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.
- Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.
- Policy IV.A: Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.
- Policy V.A: Provide for safe movement of goods along the street and highway system.
- Policy VII.A: Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.
- Policy VIII.A: Encourage the use of Transportation Demand Management (TDM)/ Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.

The Circulation Element of the 2030 General Plan also contains level of service (LOS)-based policies, implementation measures, and targets for roadway segments and intersections within the City of Perris. However, as described above, per State CEQA Guidelines Section 15064.3, transportation analysis under CEQA shall be based on VMT standards instead of congestion thresholds (such as LOS). The change in the focus of transportation analysis is intended to shift the emphasis from just alleviating congestion to, among other things, reducing greenhouse gas emissions, promoting a diversity of land uses, and developing multimodal transportation networks. Pursuant to CEQA Guidelines Section 15064.3(c), this change in analysis is mandated to be used beginning July 1, 2020. Therefore, the transportation analysis herein evaluates transportation impacts against the City's adopted VMT threshold and does not include a LOS analysis. Additionally, because LOS no longer constitutes a significant environmental impact relating to transportation under CEQA, mitigation measures included in the GVSP EIR for the purpose of addressing traffic operations and LOS deficiencies may no longer be applicable. Generally, these mitigation measures include, but are not limited to, roadway widening, intersection improvements, impact fee payment, "fair share" mitigation fees such as the Transportation Unified Mitigation Fee (TUMF) Program, and areawide demand management strategies. However, because LOS policies may still be used to guide the implementation of roadway planning, the proposed project's consistency with the 2030 General Plan's LOS policies is included below for disclosure purposes.

Albert A. Webb Associates prepared the updated traffic analysis, *Green Valley Traffic Impact Analysis (TTMs 37223, 37262, 37722, 37816, 37817, 37818)* (Albert A. Webb Associates 2020) which addresses the project's contributions to traffic on intersections and freeways, and the associated consistency with City of Perris General Plan Circulation Element *Policy II.A: Maintain the following target Levels of Service*. The *Green Valley Traffic Impact Analysis* included as Appendix L estimates that the proposed project would result in 10,134 daily external vehicle trips. Per the City General Plan Circulation Element *Policy II.A*, a minimum acceptable standard of LOS D is the standard for all study intersections except those within the downtown area and at the Interstate 215 (I-215) freeway ramps. The minimum acceptable standard of LOS E was used for the analysis of the I-215 freeway ramps. Based on the analysis detailed in the *Green Valley Traffic Impact Analysis*, completed by Albert A. Webb Associates and included as Appendix L herein, the City will condition the proposed project to conduct the following improvements to attain consistency with City General Plan Circulation Element *Policy II.A*:

- Perris Blvd/7th St: Fair share payment towards signalization of the intersection.
- Bonnie Dr/I-215 SB: Fair share payment towards providing a second southbound through lane (may be shared with right turn).
- Goetz Rd/Ellis Ave: TUMF payment towards signalization of the intersection.
- Goetz Rd/Mapes Rd: TUMF payment towards signalization of the intersection.
- Ethanac Rd/Green Valley Pkwy: TUMF payment towards signalization of the intersection.
- Ethanac Rd/Case Rd / Barnett Rd: TUMF payment towards construction of a second westbound right-turn lane.
- Ethanac Rd/I-215 NB: TUMF payment towards restriping the roadway to provide two through lanes for eastbound and westbound approaches.

The implementation of these improvements as part of the proposed project would ensure consistency with City programs and policies related to LOS set forth in the City General Plan. Refer to Appendix L for detailed modeling data and technical calculations. Additionally, it should be noted that a freeway traffic analysis for the I-215 interchanges at State Route 74/Bonnie Drive and at Ethanac Road was conducted for both merging and diverging vehicles. The analysis shows the proposed project is not expected to adversely affect freeway traffic flows. Refer to Appendix L for detailed modeling data and technical calculations.

The following is an update to Section 4.8, *Transportation and Circulation of the* GVSP EIR and provides a comparison of the project to the same area in the adopted GVSP. The transportation analysis for the certified EIR was conducted by Basmaycian-Darnell, Inc. in 1989. The evaluation of potential new impacts resulting from the implementation of the proposed project modifications is primarily based on the VMT analysis performed by Translutions, Inc. (see Appendix K of this Addendum).

This environmental review has been prepared to evaluate the project's impacts in the context of the current regulatory and environmental setting, based on current applicable standards and methodology, and to evaluate whether the project would have substantially more severe impacts with respect to traffic impacts than those identified for the same area in the approved GVSP.

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

Impacts to the Transit System

The GVSP EIR did not evaluate the potential for impacts related to public transit. However, as discussed for Mitigation Measures 4.8.3 on page 4-89 of the GVSP EIR, the applicant shall provide bus pull-out areas and shelters within the GVSP area to accommodate planned transit service.

The provision of transit facilities (i.e., bus pull-out areas and shelters) and the associated planned transit service would satisfy the increase in transit demand generated by the project. Additionally, the project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted programs, plans, ordinances, or policies related to transit. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Impacts to Bicycle and Pedestrian Facilities

The provision of bicycle and pedestrian facilities within the GVSP are discussed on pages 4-88 and 4-89 of the General Plan Policy Analysis section in the GVSP EIR. This section states that the GVSP will be linked with the regional trail system.

The project would construct curb, gutter, and sidewalks on all project roadways to satisfy any potential increase in pedestrian demand. The curb, gutter, and sidewalks would be designed and constructed to meet City standards. As an implementing action of the City of Perris' General Plan Circulation Element, the City has developed the Trail Master Plan to address trails and bikeways for both recreational and commuter uses. The Trail Master Plan recommends for improvements to the existing off-street and on-street bikeways and trails, as well as recommendations for additional facilities, amenities, and crossings. Recommended improvements near the project include the construction of Class II bike lanes along Ethanac Road, Goetz Road, and Murrieta Road between Case Road and Ethanac Road.

Mitigation Measure TRANS-1 (Bike and Pedestrian Improvements) addresses the provision of Class II bike lanes along Ethanac Road, Goetz Road, and Murrieta Road, as it relates to the project. Additionally, implementation of Mitigation Measure TRANS-1 (Construction) would ensure that safe and adequate bicycle and pedestrian access would be maintained in the surrounding area throughout development of the project. Thus, the project would not disrupt existing or planned bicycle/pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Construction-Related Activities Impacts

The GVSP EIR did not evaluate the potential for transportation impacts related to hazards due to construction-related activities although they can and should have been known at the time. Construction of the project may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Thus, pedestrian and bicycle access in the vicinity of the project site may be disrupted. Additionally, heavy vehicles would access the site and may need to be staged for construction. These activities could result in temporary but prolonged lane closures and unexpected slowing of vehicular traffic if not properly planned and managed. Therefore, the impacts are considered significant for the project, as they would have been under the approved GVSP. Mitigation Measure TRANS-1 (Construction) would require the applicant to implement a traffic control and management plan ensuring that adequate access would be maintained throughout development of the project and that construction zones would be delineated in a manner that protects vehicles, bicyclists, and pedestrians. With implementation of this mitigation measure, construction-related traffic impacts

would be reduced to a less-than-significant level. The conclusions of the GVSP EIR remain valid and no further analysis is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The analysis within this section is based on the analysis and findings of the *Green Valley Specific Plan – VMT Analysis* (VMT Analysis) memo prepared by Translutions, Inc. in September 2020, which evaluates the VMT effects of the proposed project based on the City CEQA significance thresholds contained within the City of Perris *Transportation Impact Analysis Guidelines for CEQA*. The VMT Analysis memo is included as Appendix K and provides additional detailed data, modeling, and information related to the VMT analysis.

Consistent with guidance provided in the *City of Perris Transportation Impact Analysis Guidelines for CEQA*, the VMT analysis was conducted using the Riverside Transportation Analysis Model (RivTAM). RivTAM as well as the *City of Perris Transportation Impact Analysis Guidelines for CEQA* use Year 2012 as the baseline, and RivTAM uses Year 2040 as the future year. Therefore, the VMT analysis described herein was conducted using the base year (2012) and well as the future year (2040) models.

As detailed in the City of Perris *Transportation Impact Analysis Guidelines for CEQA*, for projects that require RivTAM VMT modeling, a project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

- The base model year project-generated VMT per service population exceeds the City of Perris baseline VMT per service population; or
- The future model year project-generated VMT per service population exceeds the City of Perris base year VMT per service population.

The approved GVSP included 955 single-family dwelling units and 558 multi-family dwelling units for the six tentative tract maps (TTMs) under consideration; whereas, the proposed project would consist of 682 single-family dwelling units (reduction of 273 single-family units) and 771 multi-family dwelling units (addition of 213 multi-family units). Therefore, the proposed project would result in a net reduction of 60 dwelling units within the six TTMs as compared to the previously approved project. The reduction in dwelling units associated with the proposed project would result in a reduction of 1,018 daily trips, 104 a.m. peak hour trips, and 150 p.m. peak hour trips as compared to the previously approved project. For detailed trip generation data and figures see Appendix L. It is important to note that the number of dwelling units shown in Section 2.4, "Summary of Proposed Changes within Phase 1B Project Site of the GVSP," are not consistent with the number of dwelling units described above. The number of dwelling units detailed in Section 2.4, "Summary of Proposed Changes within Phase 1B Project Site of the GVSP," are consistent with that which is proposed in the applicant's TTM applications. However, the RivTAM model used for the purposes of the VMT analysis calculates the number of dwelling units based on the land use designations proposed in the accompanying Specific Plan Amendment and input into the model. Therefore, because the land use designations within the RivTAM model assigns a density range or goal as opposed to a static number, the number of dwelling units generated from residential land use designations for the model is typically a little higher than the actual number of units being proposed. Additionally, the dwelling unit variation within the RivTAM model is also partially due to the spatial representation of roads and other infrastructure assumed within the model which, in general, accounts for less space that what the actual improvements will require; thus, resulting in additional space for buildings within the land uses (i.e., dwelling units for the proposed project).

In terms of the VMT modeling, the inputs in the RivTAM model are socio-economic data, and the model is a gravity model. Therefore, in an area where the dominant land use is residential (e.g., the proposed project) the model assumes a jobs-housing imbalance; thus, resulting in longer trip lengths for residents to access employment, shopping, and other uses. As a result, each incremental dwelling unit results in slightly higher VMT. Because the VMT analysis is based on a higher number of dwelling units than would actually be built under the applicant's proposed tract maps, the VMT quantification disclosed herein is conservatively high.

Base Model Year (2012) Conditions

The base year VMT per service population for the City of Perris (i.e., 27.5) was obtained from the Western Riverside Council of Governments (WRCOG) *SB 743 Implementation Pathway* (WRCOG 2019). The VMT modeling consisted of creating traffic analysis zones (TAZs) with the RivTAM model for the GVSP in order to model both the previously approved project and the proposed project. The project generated VMT for the previously approved and the proposed projects were calculated using the RivTAM model and are shown in Table 4.17-1, below. Detailed inputs and outputs are included in Appendix K.

As shown Table 4.17-1, the VMT per service population in the base model year (2012) for both the previously approved project and the proposed project would slightly exceed the City of Perris VMT per service population. Therefore, both the approved project and the proposed project would result in a significant impact to VMT in the base model year (2012). However, the proposed project would result in a lower VMT per service population than that of the previously approved project in the base model year (2012). Therefore, the proposed project would not result in a worse impact than the previously approved project in that scenario.

Table 4.17-1 Base Model Year (2012) Vehicle Miles Traveled per Service Population

	City of Perris	Approved Project (1990 Specific Plan)	Proposed Phase 1B Project (2020 Specific Plan Amendment)
Total VMT		145,751	122,510
Population		5,191	4,395
Total Employment		0	0
Total Service Population		5,191	4,395
VMT per Service Population	**27.5**	**28.1**	**27.9**

Notes: VMT = vehicle miles traveled.

Source: Translutions Inc. 2020.

Future Model Year (2040) Conditions

The project generated VMT for the previously approved and the proposed projects under future model year (2040) conditions were calculated using the RivTAM model and are shown in Table 4.17-2, below. Detailed inputs and outputs are included in Appendix K.

Table 4.17-2 Future Model Year (2040) Vehicle Miles Traveled per Service Population

	City of Perris	Approved Project (1990 Specific Plan)	Proposed Phase 1B Project (2020 Specific Plan Amendment))
Total VMT		144,208	121,213
Population		5,191	4,395
Total Employment		0	0
Total Service Population		5,191	4,395
VMT per Service Population	**27.5**	**27.8**	**27.6**

Notes: VMT = vehicle miles traveled.

Source: Translutions Inc. 2020.

As shown Table 4.17-2, the VMT per service population in the future model year (2040) for both the previously approved project and the proposed project would only slightly exceed the City of Perris VMT per service population. Therefore, the approved project and the proposed project would result in a significant impact to VMT in the future model year (2040). However, the proposed project would result in a lower VMT per service population than that of the previously approved project in the future model year (2040).

Conclusion

As detailed above, based on the VMT significance thresholds adopted by the City of Perris, both the previously approved project and the proposed project would result in a significant impact to VMT in both the base model year (2012) and the future model year (2040). However, the implementation of Mitigation Measure 4.8.3 (paragraph 3) of the GVSP EIR would provide the project with access to transit facilities.

Additionally, implementation of Mitigation Measure TRANS-1 (Bike and Pedestrian Improvements) would result in the construction of Class II bike lanes along Ethanac Road, Goetz Road, and Murrieta Road. Finally, implementation of Mitigation Measure 4.8.3 – Areawide Measures would result in the provision of bike racks and bike lockers in commercial and industrial areas as determined during development plan review. Because the proposed project would not result in a substantially more severe effect than the previously approved project, mitigation is not required. However, implementation of the previously adopted mitigation measure 4.8.3 which would require bike lockers and racks in the commercial areas and the provision of transit infrastructure improvements in the project area, combined with the implementation of an updated mitigation measure TRANS-1 resulting in the construction of Class II bike lanes along Ethanac, Goetz and Murrietta Roads, would likely result in VMT reductions. Although the precise reduction in VMT that these mitigation measures would achieve has not been quantified, given how slightly the proposed project exceeds the City's threshold, these measures would likely reduce the VMT to a level equivalent to or slightly below the City's VMT threshold. Therefore, it is likely that the implementation of these mitigation measures would result in VMT reductions such that the project-generated VMT per service population for the proposed project would not exceed the City of Perris significance thresholds for the base (2012) or future (2040) model years.

As detailed in Table 4.17-1 and Table 4.17-2 above, the proposed project would result in a lower VMT per service population than under the previously approved project for both the base (2012) and future (2040) model years. Thus, no new significant impacts or substantially more severe impacts would occur and the findings of the GVSP EIR remain valid. No further analysis is required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The GVSP EIR did not specifically evaluate the potential for transportation impacts related to hazards due to a geometric design feature or incompatible uses. However, as discussed on page 4-88 and for Mitigation Measures 4.8.3 on page 4-89 in the GVSP EIR, transportation improvements shall conform to City of Perris' design standards. The project would be designed to meet all design and safety standards established by the City and would provide adequate site distances and access for vehicles entering and leaving the site. The project does not include any features that would impede traffic flow or that would create hazardous design features. In addition, Mitigation Measure TRANS-1 (Safety Improvements) recommended below would ensure City of Perris sight distance standards are implemented; and thus, would avoid motorist hazards. Additionally, Mitigation Measure TRANS-1 (Construction) recommended below would ensure the safe movement of vehicles, pedestrians, and bicycles through construction areas during project-related construction activities. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

d) Result in inadequate emergency access?

The GVSP EIR did not evaluate the potential for impacts related to emergency access. Implementation of the GVSP would add additional roadways and connections to the currently largely rural area; thus, providing additional routes for emergency access. The project would not change the land development pattern or types of built structures in the GVSP area as compared to the previously approved project and would result in the same ingress and egress access points as were evaluated under the GVSP EIR. As discussed on page 4-88 and for Mitigation Measures 4.8.3 on page 4-89 in the GVSP EIR, transportation improvements shall conform to City of Perris' design standards. Therefore, site access points, the internal circulation network, and the external circulation network would be subject to review by the City and responsible emergency service agencies; thus, ensuring that the project would be designed to meet all applicable emergency access and design standards. Additionally, implementation of Mitigation Measure TRANS-1 (Construction) would ensure that adequate emergency response access would be maintained throughout

development of the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following portions of mitigation measure 4.8.3 of the 1990 GVSP EIR analysis would continue to remain applicable if the project were approved:

- Mitigation Measure 4.8.3 (paragraph 3): The applicant shall provide bus pull-out areas and shelters within the Specific Plan. The location and number of bus pull-outs shall be subject to approval of the City of Perris, RTA, and school districts and shall be at locations where it can be seen with assurance that the bus stop location will remain, prior to approval of any subdivision within each phase (see p. 4-89 of the GVSP Final EIR [Appendix A] and p. 5- 14 of the GVSP MMRP [Appendix B])
- Mitigation Measure 4.8.3 – Areawide Measures (see p. 4-92 of the GVSP Final EIR [Appendix A] and p. 5- 17 of the GVSP MMRP [Appendix B]): The City of Perris will support and participate in the demand management strategies contained within SCAG's Regional Mobility Plan and Air Quality Management Plan. The proposed project will incorporate the following transportation demand management strategies:
  - Bike racks and bike lockers should be provided in commercial and industrial areas as determined during development plan review

In addition to mitigation measure 4.8.3 of the 1990 GVSP EIR as described above, the following mitigation measure shall be implemented.

Mitigation Measure TRANS-1

The project applicant shall fully fund and implement the following on-site improvements:

Project On-site Safety Improvements:

- Sight distance at the project entrance roadway shall be reviewed and approved by City staff at the time final grading, landscape, and street improvement plans are submitted to the City.
- Signing/striping of all planned roadways shall be implemented in conjunction with detailed construction plans for the project site.

Project On-site Bike and Pedestrian Improvements:

- As part of the construction of partial width improvements on the northerly side of Ethanac Road, the project applicant shall construct Class II bike lanes, according to City Standards, along the portion of the road abutting the project site.
- As part of the construction of roadway improvements along Goetz Road, the project applicant shall construct Class II bike lanes, according to City Standards, along both sides of the portion of the road abutting the project site.
- As part of the construction of full width improvements along Murrieta Road, the project applicant shall construct Class II bike lanes, according to City Standards, along both sides of the portion of the road abutting the project site.

Project On-site Construction:

- A traffic control and management plan shall be prepared, and address all means to minimize temporary impacts from roadway and travel lane disruptions. The traffic control and management plan shall be submitted to and approved by the City of Perris prior to construction to minimize project impacts on local streets, highways, freeways, or other forms of transportation (Class I and Class II bicycle routes). The traffic control and management plan shall at a minimum contain the following:
  - describe the proposed work zone;
  - delineate construction areas in a manner that protects vehicles, bicyclists, and pedestrians;

- describe applicable detours and lane closures;
- describe appropriate tapers and lengths, signs, and spacing;
- identify appropriate channelization devices and spacing;
- identify work hours and workdays;
- identify proposed speed limit changes if applicable;
- describe the signalized and nonsignalized intersections that would be affected by the work;
- describe the trucks that would be used during construction, including the number and size of the trucks used per day, their expected arrival and departure times, their general weight and size, and circulation patterns;
- identify all staging areas;
- require that access to all nearby parcels be maintained;
- provide a description and/or documentation of the pavement conditions along the roadways used to access the site before the commencement of construction and at the conclusion of construction;
- coordinate with the City to determine how any potential pavement damage directly resulting from construction of the project would be mitigated;
- require that access to all surrounding parcels and properties be maintained at all times;
- require that adequate emergency vehicle access to all surrounding parcels and properties be maintained at all times; and
- where the project work area encroaches on a public ROW and reduces the existing pedestrian path of travel to less than 48 inches wide, alternate pedestrian routing shall be provided during construction activities.

Programmatic Analysis of Other Land Use Changes Checklist Questions a-d

Land use changes proposed within the Phase 1B project area outside of the TTMs would not substantially change the number of overall residential units or land use types within the GVSP area. The land use changes would decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages.

As detailed in a), above, development within the GVSP would be required to implement Mitigation Measure 4.8.3 (paragraph 3) and Mitigation Measure 4.8.3 – Areawide Measures from the GVSP EIR requiring the provision of bus pull-out areas and shelters within the Specific Plan and the inclusion bike racks and bike lockers in commercial areas, respectively. Additionally, consistent with the GVSP EIR, development within the GVSP area would be required to construct curb, gutter, and sidewalks on all project roadways to satisfy any potential increase in pedestrian demand. Finally, the general scale and intensity of construction associated with the land use changes proposed within the Phase 1B project area would be similar to that of the previously approved project. Therefore, it can be assumed that the impacts to bicycle, pedestrian, transit, and construction transportation would not be substantially different from that originally approved in the 1990 EIR, if these impacts had been analyzed.

While the land use changes described above would decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages, overall VMT generation is not anticipated to be substantially different from that originally approved in the 1990 EIR, if it had been analyzed. Generally, multi-family residential units generate fewer daily automobile trips per unit than single family units. Therefore, the decrease in single-family and increase in multi-family residential units associated with the land use changes proposed within the Phase 1B project area would likely result in a lower residential VMT per capita than that of the previously approved project. Additionally, as described in Section 2.4, "Summary of Proposed Changes Within Phase 1B Project Site of the GVSP," it is anticipated that uses within this commercial area would include cafes, restaurants, and retail shops. The City of Perris *Transportation Impact Analysis Guidelines for CEQA* classifies these uses as locally serving uses. Similarly, the City of Perris Transportation Impact Analysis Guidelines for CEQA classifies

public elementary, middle, and high schools along with local community parks as locally serving uses. Therefore, consistent with guidance and direction within the City of Perris *Transportation Impact Analysis Guidelines for CEQA,* the aforementioned locally servicing land uses associated with the Phase 1B project area would all be presumed to have a less than significant impact on VMT. Therefore, it can be assumed that the impacts to VMT would not be substantially different from that originally approved in the 1990 EIR, if these impacts had been analyzed.

As detailed in c) and d), above, Mitigation Measure 4.8.3 on page 4-89 in the GVSP EIR requires that all transportation improvements shall conform to all City of Perris' and responsible agency design, safety, and emergency access standards. Additionally, the land use changes proposed within the Phase 1B project area would not substantially change the land development pattern or types of built structures in the GVSP area as compared to the previously approved project and would result in the same ingress and egress access points as were evaluated under the GVSP EIR. Therefore, it can be assumed that the impacts to transportation hazards and emergency access would not be substantially different from that originally approved in the 1990 EIR, if these impacts had been analyzed.

Therefore, no new significant impacts or substantially more severe impacts are identified and the findings of the GVSP EIR remain valid for program level analyses and no further analysis is required.

Conclusion

The updated transportation impact analysis is consistent with the analysis prepared for the approved GVSP. The project would not result in new or substantially more severe significant transportation impacts. Therefore, the conclusions of the GVSP EIR remain valid.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
18. Tribal Cultural Resources. Would the project:				
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 section5020.1(k), or	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	N/A
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.	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	N/A

4.18.1 Discussion

Refer to Section 4.5, Cultural Resources, above.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
19. Utilities and Service Systems. Would the project:					
a)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting pp. 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes
b)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
c)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Setting p. 4-121 Impact 4.12.3.2	No	No	Yes
d)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting pp. 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes
e)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Setting p. 4-133 Impact 4.12.7.2	No	No	Yes
f)	Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 4-133 Impact 4.12.7.2	No	No	Yes

4.19.1 Discussion

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies related to utilities and service systems were adopted within the Conservation Element (approved July 2005) as listed below.

- **Policy V.A:** Coordinate land-planning efforts with local water purveyors.
- **Policy VIII.A:** Adopt and maintain development regulations that encourage water and resource conservation.

Project consistency with Policy V.A. of the Conservation Element is discussed under d. below.

Consistent with policy VIII.A of the Conservation Element, Mitigation Measure 4.12.3.3 of the GVSP EIR (p. 4-125) provides suggested methods of achieving water conservation goals for the project, including use of water saving devices, landscape design and techniques, and use of reclaimed water.

a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The GVSP EIR stated that the GVSP would include water and wastewater lines within the GVSP site that would connect to existing utility lines outside of the GVSP site. Installation of the water and wastewater lines was considered as part of the GVSP project, and the environmental impacts of the installation have been analyzed throughout the GVSP EIR. While the number of residential units within Phase 1B would decrease as compared to the approved GVSP, the number of dwelling units and total population for the overall GVSP would be the same as described in the 1990 GVSP EIR. Therefore, the project would not require new or expanded water or wastewater facilities beyond those already anticipated under the approved GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

b) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The GVSP EIR evaluated impacts related to changes in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3 included in the GVSP EIR requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. The project would not change the location or amount of land that would be disturbed under the GVSP or substantially change development or drainage patterns from that approved in the GVSP, and the project would continue to comply with mitigation requirements outlined in the adopted mitigation for the GVSP. Further, preliminary drainage studies (Appendix H) that summarize hydrologic and hydraulic analyses conducted in order to determine the necessary drainage improvements required to provide flood protection and to safely convey the runoff through the sites have been prepared for all six of the tentative tract maps proposed under Phase 1B. As noted in Checklist Section 4.3.3, updated Mitigation Measure HYDRO-1 is proposed to provide additional details to support implementation of Mitigation Measure 4.3.3 and ensure the recommendations of the drainage studies are followed. With implementation of this mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

c) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Currently, the City of Perris purchases approximately 640 million gallons of water each year (MGY) [or approximately 1.8 million gallons of water per day (MGD)] from Eastern Municipal Water District [EMWD]). The City of Perris has a water storage capacity of 2.5 million gallons and distributes the water to approximately 2,300 customers through a 37-mile distribution system [Perris 2020].

The 1990 GVSP was approved and issued entitlements for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. The GVSP EIR addressed water supply in Impact 4.12.3.2 and estimated average day water demands of approximately 5 MGD and peak day demand of 8.8 MGD at buildout (Final EIR 1990: 4-122). The mitigation for GVSP (see Mitigation Measure 4.12.3.3 of the GVSP EIR on p. 4-125 in Appendix A of this Addendum) includes requirements for acquisition of a water storage tank, a water master plan, payment of impact fees, and plans for water conservation. The EIR determined that the GVSP would result in less-than-significant impacts with implementation of mitigation.

Since the approval of the GVSP, the City of Perris adopted an update in 2004 to its General Plan (General Plan 2030), which includes measures to ensure adequate water supplies are maintained for future development and EMWD's Urban Water Management Plan (UWMP) has been updated.

Implementation Measure V.A.1 of the Conservation Element of General Plan 2030 requires that the City of Perris work with EMWD to ensure that development does not outpace water supply consistent with EMWD's Urban Water Management Plan (UWMP) (City of Perris 2004). Information provided in EMWD's 2015 UWMP shows there would be

sufficient water supplies to meet the expected demands of its member agencies from 2020 through 2040 under normal, historic single-dry, and historic multiple-dry year conditions (EMWD 2016a: xv).

Additionally, California Water Code Sections 10910-10915, enacted in 2005, requires preparation of a Water Supply Assessment (WSA) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted UWMP. A WSA was prepared for the GVSP project area in September 2019 and states "EMWD relies on MWD [Metropolitan Water District] and local resources to meet the needs of its growing population. MWD stated in the 2015 UWMP that with the addition of all water supplies, existing and planned, MWD has the ability to meet all of its member agencies projected supplemental demand through 2040, even under a repeat of historic multiple-year drought scenarios". The WSA concludes that EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for the GVSP project as part of its existing and future demands.

Using the data from the amended Master Plan of Service (POS) Table 2-3 (Webb 2020), Water Demand Calculations, the Phase 1B project's 1,240 dwelling units would have average day demand of 0.41 MGD and peak day demand of 0.82 MGD. The Phase 1B project would not increase the amount of potable water required to serve the GVSP as total number of units would slightly decrease in the Phase 1B area compared to the same area in the approved GVSP. Regardless, the overall number of dwelling units and overall population for the GVSP would not increase over the approved conditions.

Based on the review of the most recent UWMP and the WSA prepared for the project, no new significant impacts or substantially more severe impacts would occur with respect to water supply and demand. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

d) Result in a determination by the wastewater treatment provider that 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?

The 1990 GVSP was approved and issued entitlements for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. The GVSP EIR addressed wastewater generation and treatment in Impact 4.12.3.2 and estimated the expected wastewater generation from the project would be 2.1 MGD and noted the EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) had a capacity of 1 MGD. Since the GVSP was approved in 1990, EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) capacity has been expanded to a current capacity of 22 MGD with an ultimate planned capacity of 100 MGD (EMWD 2016b). Typical daily flows are 13.8 MGD (EMWD 2016b).

The mitigation for the GVSP (see Mitigation Measure 4.12.3.3 of the GVSP EIR on p. 4-125 in Appendix A of this Addendum) includes requirements for sewage disposal facilities to be installed at the subdivision and plot plan stage and at the final tract map stage the applicant must execute agreements with EMWD to unsure financing of addition wastewater treatment capacity, and the capital cost of new sewer pipelines, pump stations, reservoirs and treatment works will be borne by the applicant and dedicated to the EMWD after construction and certification,

Peak Flow for the project's six TTMs is estimated to be 0.74 MGD. The project would slightly decrease the number of residential units within Phase 1B area of the GVSP and would increase the number of multi-family residences compared to single-family residences. This would result in a decrease in the amount of wastewater that would be generated by the GVSP compared to the approved project. However, overall population for the GVSP would be the same compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. The amended GVSP Master POS for the Phase 1 project area (January 2020) provides for sewer facilities that would serve the Phase 1B project. The amended POS and master service evaluation indicate adequate remaining pipeline capacity and treatment capacity for the project. Therefore, no new significant impacts or substantially more severe impacts are anticipated. The findings of the GVSP EIR remain valid and no further analysis is required.

e) 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?

The GVSP EIR evaluated the amount of solid waste that would be generated by the GVSP, discussed capacity of local landfills, and concluded that the GVSP would result in less-than-significant impacts related to solid waste with incorporation of mitigation. Mitigation includes requirements for the reduction of solid waste and installation of trash compactors in new homes. The Phase 1B project would not change the location or amount of land that would be disturbed under the GVSP or increase the amount of solid waste that would be generated by the GVSP (i.e., total number of units would decrease for this portion of the plan area), Further, the project would continue to implement mitigation adopted for the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

f) Comply with federal, state, and local statutes and regulations related to solid waste?

On page 4-133 of the GVSP EIR, mitigation for solid waste impacts included the requirement that disposal of waste would be done in accordance with all applicable regulations. The project would not change the location or amount of land that would be disturbed under the GVSP or increase the amount of solid waste that would be generated by the GVSP (i.e., total number of residential would be slightly decreased for the six TTMs), and would not preclude or hinder compliance with applicable regulations. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the GVSP EIR analysis and would continue to remain applicable if project were approved.

- Mitigation Measure 4.3.3: Site Runoff, Water Quality, and Erosion and Sedimentation (see pp. 4-18 and 4-19 of the GVSP Final EIR [Appendix A] and pp. 5- 8 and 5-9 of the GVSP MMRP [Appendix C])
- Mitigation Measure 4.12.3.3: Water and Sewer (see pp. 4-124 and 4-125 of the GVSP Final EIR [Appendix A] and pp. 5- 25 and 5-26 of the GVSP MMRP [Appendix C])
- Mitigation Measure 4.12.7.3: Solid Waste (see pp. 4-133 and 4-134 of the GVSP Final EIR [Appendix A] and pp. 5- 28 and 5-29 of the GVSP MMRP [Appendix C)

Programmatic Analysis of Other Land Use Changes Checklist Questions a-f)

Other land use changes proposed within the Phase 1B project area outside of the TTMs would not change the number of overall residential units and land use types within the GVSP area. While the land use changes would decrease single-family and increase multi-family residential units, decrease the acreage of commercial land uses, and increase schools, parks and open space acreages, overall land use demands for public services would not be substantially different from that originally approved in the 1990 EIR. Consequently, the proposed changes would not exceed water demand, wastewater treatment requirements, expand drainage facility needs or increase solid waste generation over levels that were evaluated in the 1990 GVSP EIR and no new significant impacts or substantially more severe impacts are identified. Therefore, the findings of the GVSP EIR remain valid for project level and program level analyses and no further analysis is required.

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid at the project level and program level of analysis and approval of the project would not result in new or substantially more severe significant impacts to utilities and service systems.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
1. 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?	Biological Resources Pages. 4-20 to 4-29 Cultural Resources Pages 4-30 to 4-32	No	No	Yes, mitigation has been updated
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.)	Cumulative Impacts Pages 5-1 to 5-10	No	No	Yes, mitigation has been updated
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Air Quality Pages 4-97 to 4-102 of the GVSP FEIR Geology and Soils Pages. 4-1 to 4-9 of the GVSP FEIR Toxic Substances Page 4-137 of the GVSP FEIR Hydrology and Drainage Pages 4-10 to 4-19 of the GVSP EIR Noise Pages 4-103 to 4-112 of the GVSP EIR Transportation and Circulation Pages 4-62 to 4-92 of the GVSP EIR	No	No	Yes, mitigation has been updated

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?

Land use changes proposed within the Phase 1B area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the 1990 GVSP EIR. As described in Section 4.4, "Biological Resources" of this document, several biological surveys of the site were conducted (see Appendix F of this document) since the 1990 GVSP Final EIR that have detected additional special-status species in and adjacent to the Phase 1B project area. Although the occurrence of these additional special-status species is new information since the GVSP EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1, Phase 1B would not result in any new significant or substantially more severe biological impacts. Based on a reduction in developed acreage within Phase 1B and the GVSP area, the biological impacts associated with the project would be reduced compared to the impacts described in the Final GVSP EIR. As described in Section 4.5, "Cultural Resources" of this document, a records search and pedestrian survey was conducted for the Phase 1B project area and no known historical resources, archeological resources eligible for listing, or burial sites were identified. Mitigation Measures ARCHAEO-1 and CUL-1 would replace Mitigation Measure 4.5.3 (adopted mitigation from the 1990 GVSP EIR) to represent current City practice related to identification of any previously unknown human remains or archaeological and/or cultural resources that could be discovered during ground-disturbing activities (Paleowest 2020). No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the project would not result in any new significant impacts or substantially more severe impacts beyond those disclosed in the GVSP Final EIR. Analyses of potential effects of the Phase 1B project above, based on current conditions and the updated biological and cultural resource studies completed for the Phase 1B project area, show that no new circumstances or project changes have occurred nor has any new information been identified that would require new analysis or verification. Therefore, the conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to habitat of a fish or wildlife species, fish or wildlife populations, the range of a rare or endangered plant or animal or important examples of California history or prehistory.

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

Land use changes proposed within the Phase 1B area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the 1990 GVSP EIR. The Phase IB contribution to cumulative impacts would not change over those previously identified in the GVSP EIR. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new contributions to significant cumulative impacts are identified. Therefore, the findings of the GVSP EIR remain valid.

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

Land use changes proposed within the Phase 1B area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated under the 1990 GVSP EIR. Analyses of potential effects of the Phase 1B project above, based on current conditions and the updated project specific air quality, greenhouse gas, noise, geotechnical, paleontological, traffic, and drainage studies, show that current conditions are consistent

with the activities recommended in the mitigation adopted for the GVSP and where appropriate, mitigation has been updated in this Addendum. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe impacts are identified that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the findings of the GVSP EIR remain valid.

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SUPPLEMENTAL MITIGATION MONITORING AND REPORTING PROGRAM FOR GREEN VALLEY SPECIFIC PLAN PHASE 1B PROJECT AREA

In accordance with the California Environmental Quality Act (CEQA) Public Resources Code Section 21000 et seq.), in 1990 the City of Perris (City) prepared and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 1989032707) that identified significant impacts of the Green Valley Specific Plan (GVSP). The City also adopted mitigation measures that would reduce the identified impacts to a less-than-significant level, or that would eliminate these impacts altogether. When the City certified the GVSP EIR in 1990 it adopted a Mitigation Monitoring and Reporting Program (MMRP) that would apply to future implementation of the GVSP.

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." In 2017, an amendment to the GVSP was prepared and approved by the City for Phase 1A of the GVSP. The amendment analyzed revisions to design guidelines and development of two tract maps with 314 single-family residential units located in the southern portion of the GVSP. Shortly after the City approved the Addendum to the GVSP Final EIR for Phase 1A Project Area, it adopted a Supplemental MMRP. Similarly, a Supplemental MMRP is required for the GVSP Phase 1B project area because the Addendum to the GVSP Final EIR for the Phase 1B Project Area identifies the need for updated mitigation measures that reflect current conditions, regulations and technologies related to the project implementation, and mitigation measure have been identified to ensure that the impacts of the minor changes to the GVSP that are analyzed in the GVSP Phase 1B Addendum remain less than significant. Adoption of the Supplemental MMRP would occur along with approval of the project. The measures contained in the original 1990 MMRP will continue to apply to the Phase 1B project except as superseded or updated by the measures contained in this Supplemental MMRP.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements; however, modifications to a mitigation measure that could reduce its effectiveness in reducing impacts may not occur without CEQA compliance.

Section 4.4 of this MMRP has been prepared to assist the responsible parties in implementing the supplemental mitigation measures. Section 4.4 identifies the individual mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the Addendum.

ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. Section 21081.6 of the Public Resources Code, requires the lead agency to identify the "custodian of documents and other material" which constitutes the "record of

proceedings" upon which the action on the project was based. The Perris City Manager, or designee, is the custodian of such documents for GVSP.

Inquiries should be directed to:

Kenneth Phung, Planning Manager
(951) 943-5003

The location of this information is:

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

The City is responsible for overall administration of the MRRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure. The City may designate a project manager to oversee implementation of the MMRP. Duties of the project manager include the following:

- ensure routine inspections of the construction site are conducted by appropriate City staff; check plans, reports, and other documents required by the MMRP; and conduct report activities;
- serve as a liaison between the City and the contractor or project applicant regarding mitigation monitoring issues;
- complete forms and maintain reports and other records and documents generated for the MMRP; and
- coordinate and ensure that corrective actions or enforcement measures are taken, if necessary.

The responsible party for implementation of each item will identify the staff members responsible for coordinating with the City on the MMRP.

REPORTING

The City shall, or may require the developer to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to the City Council.

MITIGATION MONITORING AND REPORTING PROGRAM

The MMRP is organized according to the categories described below.

- Mitigation Measure – This section provides the verbatim text of the adopted mitigation measure.
- Monitoring Responsibility – This section identifies the party responsible for enforcing compliance with the requirements of the mitigation measure.
- Timing – This section identifies the time frame in which the mitigation will be implemented.
- Verification – This section is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

Air Quality

The following mitigation measures are required in addition to the measures set forth in the 1990 MMRP for the project to satisfy current SCAQMD guidance for mitigating new or modified projects analyzed under CEQA to the maximum extent feasible.

Mitigation Measure AQ-1: Use of Tier 4 Standards for All Heavy-Duty, Off-Road Construction Equipment with a Horsepower Rating Equal or Greater than 50

Construction

During grading activities, all heavy-duty off-road construction equipment, greater than or equal to 50 horsepower, shall be certified to meet or exceed the United States Environmental Protection Agency (USEPA) Tier 4 standards. Proof of compliance shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit. An exemption from these requirements may be granted by the City in the event that the applicant documents that (1) equipment with the required tier is not reasonably available (e.g., reasonability factors to be considered include those available within Riverside/San Diego County within the scheduled construction period), and (2) corresponding reductions in criteria pollutant emissions are achieved from other construction equipment.

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of grading permits and during construction.

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure AQ-2: Electrification of Diesel- or Gasoline-Powered Generators.

Construction

Where feasible, electricity from power poles will be used instead of temporary diesel or gasoline powered generators. Feasibility, for purposes of this mitigation measure, shall be determined by the City of Perris Building Division, in consultation with the construction team, prior to issuance of grading permits.

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of grading permits and during construction..

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure AQ-3: Maintain Equipment Conditions Consistent with Manufacturers' Specifications

Construction

During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division

Monitoring Responsibility – City of Perris

Timing – During construction.

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure AQ-4: Minimize Vehicle and Truck Idling Time

Construction

All project construction contractors and their employees shall minimize vehicle and truck idling time during construction through the implementation of traffic control measures (e.g., including turn lanes during construction activities, scheduling of construction activities to minimize congestion, parking configuration to minimize traffic interference). Prior to issuance of grading permits, a traffic control plan detailing the traffic control measures shall be reviewed and approved by the City of Perris Building Division

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of grading permits and during construction..

Verification – By: _____

Title: _____

Date: _____

Biological Resources

The following mitigation measures replace what was approved in the GVSP EIR (see Mitigation Measure 4.4.3 on pp. 4-28 and 4-29 of the GVSP Final EIR [in Appendix A of the Phase 1B Addendum] and pp. 5- 9 through 5-11 of the GVSP MMRP [in Appendix A of the Phase 1B Addendum] and were revised to include the more specific requirements where applicable for the project.

Mitigation Measure BIO-1: Preconstruction Burrowing Owl Survey

A qualified biologist will perform a pre-construction burrowing owl survey no more than 30 days prior to the initiation of ground disturbance, and no less than 14 days prior as directed by the Burrowing Owl Survey Instructions for Western Riverside County (RCA 2006). A minimum of one survey visit will be conducted to document/confirm presence or absence of owls within the project footprint. Subsequent surveys may be necessary for areas where disturbance is to be conducted more than 30 days from the initial pre-construction surveys. If burrowing owls are detected prior to ground disturbance, a Determination of Biological Equivalent or Superior Preservation and Burrowing Owl Protection and Relocation Plan will be created subject to the approval of the Regional Conservation Authority. The Burrowing Owl Protection and Relocation Plan will require that the owls will be excluded from the site outside of the breeding season subject to the approval of the Regional Conservation Authority and CDFW.

Monitoring Responsibility – City of Perris

Timing – No more than 30 days and no less than 14 days prior to initiation of construction and during construction.

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure BIO-2: Implement Applicable Requirements of the MSHCP

As the permittee under the MSHCP, the City of Perris shall ensure that the Phase 1B project participates in the MSHCP and implement all applicable requirements for survey, evaluation, and review required by the MSHCP. These requirements shall include those that apply to projects on the urban/wildlands interface (Section 6.1.4 in Western Riverside County 2003) to avoid indirect impacts to MSHCP Conservation Areas (e.g., restrictions on lighting, noise, invasive plants) that may be established within Criteria Cell 3467, an area located directly adjacent and to the north of the Phase 1b project area.

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of grading permits and during construction.

Verification – By: _____

Title: _____

Date: _____

Cultural Resources

The following mitigation measures replace Mitigation Measure 4.5.3 of the 1990 GVSP EIR (see pp. 4-31 and 4-32 of the GVSP Final EIR [Appendix A] and p. 5-11 of the GVSP MMRP [Appendix C]) to represent current City practice:

Mitigation Measure ARCHAEO-1

Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both subject site for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division and the Soboba Band of Luiseño Indians and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure CUL-1 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts,

including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the Luiseño tribe(s) involved with the project.

Monitoring Responsibility – City of Perris

Timing – Prior to the issuance of grading permits and during grading activities.

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure CUL-1

In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the Coroner and handled through the Coroner's Office.

Monitoring Responsibility – City of Perris

Timing – During grading or earthmoving activities.

Verification – By: _____

Title: _____

Date: _____

Geology and Soils

In addition to the mitigation measures identified in the 1990 GVSP EIR (see pp. 4-8 and 4-9 of the GVSP Final EIR [Appendix A] and pp. 5- 5 through 5-7 of the GVSP MMRP [Appendix C]), the following mitigation measures are also required:

Mitigation Measure GEO-1

GVSP FEIR Mitigation Measure 4.2.3.1 notes that "additional geotechnical studies and field work will be performed during project design to further evaluate near surface conditions" and that "continuous observation and testing under direction of a qualified geotechnical engineer and/or engineering geologist shall be accomplished to verify compliance with the report recommendations and to confirm that the geotechnical conditions found are consistent with the report findings".

The geologic/geotechnical assessment (Petra 2020) contains additional recommendations related to site development. Compliance with these recommendations are considered necessary as part of the implementation process for Mitigation Measures 4.2.3.1, 4.2.3.2, and 4.2.3.3. Therefore, the applicant shall adhere to all recommendations contained in the Petra Geologic/Geotechnical EIR-Level Assessment (2020) by Petra Geosciences dated August 27, 2020 (included as Appendix H of this Addendum). The following are mitigation measures provided in the Geologic/Geotechnical EIR-Level Assessment prepared by Petra Geosciences dated August 27, 2020.

a) The proposed structures within the site shall be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC).

b) The potential detrimental effects of liquefaction-induced differential settlement shall be reduced to a less than significant level for engineering purposes through the use of properly designed and constructed, foundation systems for proposed 1- to 2-story structures. This measure addresses the detrimental effects of potential bearing failure with recommendations for proper remedial grading combined with the use of a properly designed post-tensioned or strengthened conventional concrete foundation systems. Specific recommendations for site grading and building foundation design should be provided in the comprehensive design-phase geotechnical report.

c) The project shall implement proper storm water Best Management Practices (BMP's) prior to commencement of earthwork operations within the site, as well as diligent maintenance of erosion control devices throughout the early phases of construction until such time as the permanent storm water conveyance system has been constructed and activated. During the post-construction and occupancy period, the less-than-significant impact of soil erosion would be maintained through proper maintenance of irrigation systems and permanent storm water conveyance devices. If, after completion of grading, it is determined that near-surface soils within building pad areas exhibit an elevated expansion potential, it is expected that the detrimental impact of expansive soils can be mitigated to a less-than-significant level through proper design of building foundations, floor slabs and exterior improvements that takes into account the potential uplift forces that can develop in expansive soils.

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of grading permits and during design phase, as specified in the Geologic/Geotechnical Assessment (Appendix H of the GVSP Phase 1B Addendum) .

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure PALEO-1

Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Mitigation Monitoring Program (PRMMP). The PRMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.

Monitoring Responsibility – City of Perris

Timing – Prior to the issuance of grading permits and during grading activities.

Verification – By: _____

Title: _____

Date: _____

Hydrology and Water Quality

In addition to Mitigation Measure 4.3.3 of the 1990 GVSP EIR (see pp. 4-18 and 4-19 of the GVSP Final EIR [in Appendix A of the GVSP Phase 1B Addendum] and pp. 5- 8 and 5-9 of the GVSP MMRP [in Appendix C of the GVSP Phase 1B Addendum]), the following mitigation measure shall be implemented:

Mitigation Measure HYDRO-1: Complete Final Drainage Plan and Provide Adequate Onsite Storm Drainage Facilities
With submittal of Improvement Plans to the City for each construction phase of the project site, the applicant shall prepare and submit a Final Drainage Analysis for the project site that conforms to the City's Storm Water Management Plan (SWMP) [see Appendix I of this Addendum for the Preliminary Drainage Studies prepared for the six TTMs proposed in the Phase 1B area].

The Final Drainage Analysis shall identify project drainage facilities and design features that ensure runoff from the project site will not exceed pre-development levels. The identified drainage facilities and design features shall be included in the Improvement Plans for each construction phase of the project site. At a minimum, the necessary drainage facilities and design features constructed with each phase of development shall be sufficient to mitigate post-development runoff to pre-development levels for each phase. Drainage facilities and design features for later phases of the project may be constructed with earlier phases of the project.

The Final Drainage Analysis for each phase shall include evaluation of the final design for the 85th percentile storm (water quality storm), the tenth percentile storm (10-year storm) and the one percentile storm (100-year) storm. The Final Drainage Analysis for each phase shall include a discussion of that phase set in the context of the overall project, considering prior and future phase drainage facilities and design features.

Maintenance of the project drainage facilities and design features shall be the responsibility of the Homeowner's Association (HOA). A provision for maintenance and management of the drainage facilities and design features shall be included in the Codes, Covenants and Restrictions for the project. A separate Maintenance Program shall be developed in accordance with the County's SWMP to guide the long-term maintenance and management of the systems by the HOA. The Maintenance Program shall be submitted to the County for review and approval prior to recordation of the first final map.

To meet state water quality standards, the project's approved Water Quality Management Plan (WQMP) shall incorporate on-lot, Low Impact Development (LID) depressions to minimize runoff from the project site. In a storm event, all street runoff will go to off-lot basins, which would discharge flow directly into Line A (i.e., the existing main drainage channel) which flows into the San Jacinto River. Prior to construction of the project, the Applicant shall lower Line A to ensure adequate capacity and positive flow to San Jacinto River. For all nuisance water created from individual homeowners, the on-lot LID depressions (i.e., natural drainage systems designed with no concrete) will allow for the water to infiltrate directly into the soil and minimize the potential for standing water, which could attract mosquitoes. Riverside County Health, which actively contracts with Riverside County Flood Control, address vector issues associated within flood control facilities in its jurisdiction, which includes Line A and the San Jacinto River.

Monitoring Responsibility – City of Perris

Timing – Prior to approval of Improvement Plans by the City for each construction phase of the project site.

Verification – By: _____

Title: _____

Date: _____

Noise

In addition to mitigation measure 4.10.3.1, 4.10.3.2, and 4.20.3.3 of the 1990 GVSP EIR (see pp. 4-109 through 4-112 of the GVSP FEIR [Appendix A] and pp. 5- 19 through 5-22 of the GVSP MMRP [Appendix B]), the following mitigation measures shall be implemented to address traffic noise at existing off-site noise-sensitive residential land uses and construction-generated noise at nearby noise-sensitive receptors:

Mitigation Measure NOISE-1

Traffic Noise at Proposed On-Site Noise-Sensitive Receptors

Implement noise reduction measures to ensure that exterior noise levels at on-site residential land uses developed near the north side of Ethanac Road east of Goetz Road do not exceed the City's current noise standard of 60 dB CNEL under cumulative-plus-project conditions. This measure is consistent with General Plan Implementation Measure II.A.2, which recommends the use of quieter roadway surface materials and solid noise barriers between noise-sensitive land uses and noise-generating roadways (City of Perris 2016:57). This performance standard can be achieved using any combination of the following measures:

- Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment.
- Construct a sound barrier along the northern side of the segment of Ethanac Road east of Goetz Road. The sound barrier shall extend along the south boundary of the project site. The sound barriers shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable CNEL standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. If necessary, the sound barrier shall be divided into overlapping segments with a gap in the overlapped portion to provide access to the driveways. If the sound barriers ensure that exterior traffic noise levels on the residential properties would not exceed 60 dB CNEL, then the applicant shall not be required to pave the roadway with a special low-noise surface treatment.
- Set back residential land uses from the edge of Ethanac Road.

Monitoring Responsibility – City of Perris

Timing – Prior to issuance of building permits.

Verification – By: _____

Title: _____

Date: _____

Mitigation Measure NOISE-2

Noise reduction measures shall be implemented to ensure that maximum construction-generated noise levels do not exceed the City's exterior noise standard of 80 dB on nearby operational residential properties, including the existing single family homes located along the south side of Ethanac Road. This performance standard shall be achieved through implementation of some or all of the noise reduction measures listed below.

- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses;
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds shall be closed during equipment operation;
- Replace individual construction operations and techniques with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site) where feasible and consistent with building codes and other applicable laws and regulations.
- Equip all construction equipment with audible self-adjusting backup alarms or alarms that only sound when an object is detected. The self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. In addition to the use of backup alarms, the construction contractor shall consider other techniques such as observers and the scheduling of construction activities so that alarm noise is minimized.
- Avoid using more than on piece of construction equipment in areas located within 200 feet of the nearest residential land use; and/or
- Install a temporary sound barrier near construction activity along the southern portion of the project area. The temporary sound barriers shall provide a minimum reduction of 4 dB. Temporary sound barriers may consist of noise curtains, straw bales, or solid walls. The temporary noise barriers shall be installed as close as possible to the boundary of the construction site within the direct line-of-sight path of the nearby sensitive receptor(s).
- Prior to construction activity a construction noise mitigation plan shall be prepared by a qualified acoustical engineer demonstrating that the selected measures will be sufficient to ensure that maximum construction noise levels will not exceed 80 dB at the boundary of off-site residential land uses. The acoustical engineer shall be selected by City of Perris staff. Implementation of all construction noise reduction measures and the construction noise mitigation plan shall be fully funded by the project applicant.
- In addition, the applicant or construction contractors shall post visible signs along the perimeter of the construction site that provide a contact number for a City of Perris enforcement officer to whom noise complaints can be filed and recorded. The applicant will be informed of any noise complaints and responsible for investigating complaints and implementing feasible and appropriate measures to reduce maximum construction-generated noise levels to less than 80 dB at receiving land uses.

Monitoring Responsibility – City of Perris

Timing – During construction.

Verification – By: _____

Title: _____

Date: _____

Transportation

The following portions of mitigation measure 4.8.3 of the 1990 GVSP EIR analysis would continue to remain applicable if the project were approved:

- Mitigation Measure 4.8.3 (paragraph 3): The applicant shall provide bus pull-out areas and shelters within the Specific Plan. The location and number of bus pull-outs shall be subject to approval of the City of Perris, RTA, and school districts and shall be at locations where it can be seen with assurance that the bus stop location will remain, prior to approval of any subdivision within each phase (see p. 4-89 of the GVSP Final EIR [Appendix A] and p. 5- 14 of the GVSP MMRP [Appendix B])
- Mitigation Measure 4.8.3 – Areawide Measures (see p. 4-92 of the GVSP Final EIR [Appendix A] and p. 5- 17 of the GVSP MMRP [Appendix B]): The City of Perris will support and participate in the demand management strategies contained within SCAG's Regional Mobility Plan and Air Quality Management Plan. The proposed project will incorporate the following transportation demand management strategies:
  - Bike racks and bike lockers should be provided in commercial and industrial areas as determined during development plan review

In addition to mitigation measure 4.8.3 of the 1990 GVSP EIR as described above, the following mitigation measure shall be implemented:

Mitigation Measure TRANS-1

The project applicant shall fully fund and implement the following on-site improvements:

- Project On-site Safety Improvements:
  - Sight distance at the project entrance roadway shall be reviewed and approved by City staff at the time final grading, landscape, and street improvement plans are submitted to the City.
  - Signing/striping of all planned roadways shall be implemented in conjunction with detailed construction plans for the project site.
- Project On-site Bike and Pedestrian Improvements:
  - As part of the construction of partial width improvements on the northerly side of Ethanac Road, the project applicant shall construct Class II bike lanes, according to City Standards, along the portion of the road abutting the project site.
  - As part of the construction of roadway improvements along Goetz Road, the project applicant shall construct Class II bike lanes, according to City Standards, along both sides of the portion of the road abutting the project site.
  - As part of the construction of full width improvements along Murrieta Road, the project applicant shall construct Class II bike lanes, according to City Standards, along both sides of the portion of the road abutting the project site.
- Project On-site Construction:
  - A traffic control and management plan shall be prepared, and address all means to minimize temporary impacts from roadway and travel lane disruptions. The traffic control and management plan shall be submitted to and approved by the City of Perris prior to construction to minimize project impacts on local streets, highways, freeways, or other forms of transportation (Class I and Class II bicycle routes). The traffic control and management plan shall at a minimum contain the following:
    - describe the proposed work zone;
    - delineate construction areas in a manner that protects vehicles, bicyclists, and pedestrians;
    - describe applicable detours and lane closures;

- describe appropriate tapers and lengths, signs, and spacing;
- identify appropriate channelization devices and spacing;
- identify work hours and workdays;
- identify proposed speed limit changes if applicable;
- describe the signalized and nonsignalized intersections that would be affected by the work;
- describe the trucks that would be used during construction, including the number and size of the trucks used per day, their expected arrival and departure times, their general weight and size, and circulation patterns;
- identify all staging areas;
- require that access to all nearby parcels be maintained;
- provide a description and/or documentation of the pavement conditions along the roadways used to access the site before the commencement of construction and at the conclusion of construction;
- coordinate with the City to determine how any potential pavement damage directly resulting from construction of the project would be mitigated;
- require that access to all surrounding parcels and properties be maintained at all times;
- require that adequate emergency vehicle access to all surrounding parcels and properties be maintained at all times; and
- where the project work area encroaches on a public ROW and reduces the existing pedestrian path of travel to less than 48 inches wide, alternate pedestrian routing shall be provided during construction activities.

Monitoring Responsibility – City of Perris

Timing – Prior to initiation of construction unless otherwise specified.

Verification – By: _____

Title: _____

Date: _____