Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Case Road Mixed-Use Development (VPM 23-05059, CUP 23-05047, CUP 23-05208, CUP 23-05210, DPR 23-00013, and DPR 23-00014)

Lead Agency:
City of Perris
101 N. D Street
Perris, CA 92570

Contact:
Kenneth Phung
Director of Development Services
(951) 943-5003

Prepared by:
Ascent
15642 Sand Canyon, #54491
Irvine, CA 92619

Contact:
Chad Beckstrom, AICP
949.569.9448

April 2024

ADDENDUM TO THE GREEN VALLEY SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CASE ROAD MIXED-USE DEVELOPMENT

April 2024
State Clearinghouse No. 1989032707

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the Final Environmental Impact Report (EIR) for the Green Valley Specific Plan (GVSP) evaluates the proposed development plan comprised of retail/commercial, industrial, mini-storage, and trailer/RV storage (Proposed Project) within the GVSP area. Specifically, this addendum analyzes the effects of the proposed development of approximately 44 acres of land within Planning Areas 40, 41, and 44 of the GVSP area that are consistent with the approved GVSP.

The proposed changes would not result in an increase in overall amount of commercial or industrial development approved under the GVSP (as amended) and studied in the Final EIR (and prior addenda), nor would the changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects as presented in the Final EIR (and prior addenda).

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 Project warrants the preparation of an addendum to update the analysis provided in the Final 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 Project and/or reflect consideration of prior developments in the GVSP area.

- Draft EIR for the Green Valley Specific Plan, 1990;
- Final EIR for the Green Valley Specific Plan, Volume 1-4, Certified March 5, 1990 (SCH No. 1989032707);
- CEQA Findings of Fact and Statement of Overriding Considerations for the Green Valley Specific Plan, Approved March 5, 1990;
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 1A Project Area, January 2017 (2017 GVSP Addendum); and
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 1B Project Area, December 20, 2020 (2020 GVSP Addendum).
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 2 Project Area, March 13, 2023 (2023 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 EIR, a supplement to a certified EIR, and an addendum to a certified EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a subsequent EIR would be prepared. In summary, when an EIR has been certified for a project, no subsequent EIR 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 subsequent EIR if:

(1) any of the conditions described above for Section 15162 would require the preparation of a subsequent EIR; and

(2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Pursuant to Section 15164 of the State CEQA Guidelines, 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, and 15168.

This addendum is intended to evaluate and demonstrate CEQA compliance for the Proposed Project and compare the potential impacts of the Proposed Project to that which was evaluated in the 1990 GVSP Final EIR. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas as compared to the approved 1990 Final EIR and determine whether the certified EIR continues to be relevant and adequate to address the potential impacts, if any, of the Proposed Project. 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 State CEQA Guidelines Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164 and 15168.

TABLE OF CONTENTS

Figures

Tables

Appendices

LIST OF ABBREVIATIONS

°C	degrees Celsius
µg/m3	Microgram per Cubic Meter
AAQS	ambient air quality standards
AB	Assembly Bill
ADA	Americans with Disability Act
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
AQ & GHG	Air Quality & Greenhouse Gas
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
Cadre	Cadre Environmental
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection's
CALGreen	California Green Building Standards
CalEEMod	California Emissions Estimator Program
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
City	City of Perris
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
EMWD	Eastern Municipal Water District
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EV	electric vehicles
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GVSP	Green Valley Specific Plan
HSC	Health and Safety Code
I-215	Interstate 215
lb/day	pounds per day
LOS	levels of service
LST	Localized Significance Thresholds
MARB/IPA	March Air Reserve Base/Inland Port Airport
MPO	metropolitan planning organizations

MSHCP	Multiple Species Habitat Conservation Plan
$MTCO_2e$/year	metric tons of carbon dioxide equivalents per year
NAAQS	National Ambient Air Quality Standards
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	Parts Per Million
PRC	Public Resources Code
PRMMP	Paleontological Resources Mitigation Monitoring Program
RCA	Regional Conservation Authority
ROG	reactive organic gases
RV	recreational vehicle
RWQCB	Regional Water Quality Control Board
SAFE Rule	Safer Affordable Fuel-Efficient Vehicles Rule
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SIP	State Implementation Plan
SoCalGas	Southern California Gas
SO_X	sulfur oxides
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board's
TCM	Transportation Control Measure
TDM	Transportation Demand Management
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP	Water Quality Management Plan
ZEV	zero-emission vehicles

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 southern central portion of the City of Perris (City) (Specific Plan 89-25, Resolution No. 1781). The approval allows for the 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 acre. 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, 51.1 acres of public parks, and 97.8 acres of Open Space. The City prepared and certified an Environmental Impact Report (EIR) for the GVSP that evaluated the environmental impacts associated with development of the entire GVSP area based on the land use and zoning designations identified in the GVSP (SCH No. 1989032707). The City was the Lead Agency under CEQA with respect to preparation and certification of the EIR, and approval of the GVSP.

The GVSP Final EIR that was certified in 1990 considered the effects of buildout of the overall GVSP and the Final EIR acknowledged that development of the GVSP may require additional environmental documentation as phases of the GVSP are proposed. The GVSP Mitigation Monitoring and Reporting Program has been included as Appendix A of this Addendum and provides a list of GVSP EIR mitigation measures adopted in 1990, updated measures adopted with the three previous addenda for the Phase IA, Phase IB, and Phase 2 projects (discussed below), and the proposed project, and associated monitoring requirements.

Since approval of the GVSP in 1990, the Perris Crossings retail center (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) was approved by the City in June 2005 (Resolution No. 05-26) through adoption of a Mitigated Negative Declaration (State Clearinghouse No. 2005051098) (City of Perris 2005), and has since been built and is in full operation in the southeast corner (3150 Case Rd, Perris, CA 92571) of the GVSP area.

In 2017, the City approved 314 single family residential dwelling units 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 area (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 area and major interior roads be constructed as part of the first approved phase. This included construction of off-site improvements that include Ethanac Road, Fieldstone Drive, a portion of Green Valley Parkway located in the southern area of the GVSP, Murrieta Road, and Goetz Road.

In 2020, the City approved 1,240 dwelling units (542 single family and 698 multi-family units) as part of Tract Maps 37223, 37262, 37722, 37816, 37817, and 37818 within 348 acres in the southern portion of the GVSP area (Phase 1B Project Area). Land Uses in the Phase 1B area include residential, an elementary school site, and limited open space. Land use changes to Planning Areas 13a and 13b were analyzed programmatically as part of the GVSP Phase 1B Project Addendum that was approved in 2020. The approved land use for Planning Area 13a is 5.5 acres of commercial uses and approved land uses for Planning Area 13b are 9.3 acres of multi-family residential units that allow for a maximum of 135 dwelling units.

In 2023, the City approved amendments to GVSP land use designations and zoning located within 274.4 acres of the northeast portion and 14.8 acres in the southwest corner (Planning Areas 13a and 13b) of the GVSP area (Phase 2 Project Area) to be consistent with the 2011 Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport and meet the intent of Senate Bill (SB) 330 to recapture dwelling units that were not realized across the plan area with previous project approvals (i.e., Phase 1A and Phase 1B projects approved in southern half of the GVSP area), as well as to reflect a boundary change between Planning Areas 13a and 13b and related rezoning. The approved land use and zoning changes would allow for development of the Phase 2 Project Area with up to 43,700 square feet of commercial development, up to 462 single-family residential units, up to 1,294 multi-family residential units, a school (Kindergarten through 8th grade) for up to 1,000 students, multiple open space areas, and a park.

Consistent with the process described, the City has evaluated the Proposed 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 approval of the Proposed Project. 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 Final 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 Final EIR.

2 PROJECT DESCRIPTION

The Project involves the proposed buildout of approximately 44 acres of the GVSP, which was approved in 1990 and last amended in 2023 (Phase 2 project) by the City of Perris. The Proposed Project consists of approximately 6.3 acres of retail and commercial uses, 4.5 acres for a hotel; 8.9 acres of enclosed mini self-storage and covered trailer and recreational vehicle (RV) parking; 24.8 acres of industrial uses; and existing drainage and water quality basins, which, collectively, are the subject of evaluation for this environmental checklist and detailed further in Section 2.4. The land uses proposed within the Project site are consistent with the land uses planned under the approved 1990 GVSP.

2.1 PROJECT LOCATION

The GVSP area is located within the southern central portion of 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 adjacent to the GVSP area on its eastern boundary, which provides regional access to the site via the I-215/Ethanac Road onramp/offramp (Exit 14). The northeast boundary of the GVSP area is formed by Case Road and the Metrolink 91/Perris Valley rail line, while the south and west boundaries of the GVSP area are formed by Ethanac Road and Goetz Road, respectively.

The Project site encompasses two parcels identified by Assessor's Parcel Numbers 327-220-012 and 327-220-044 totaling approximately 44 acres and is currently vacant and undeveloped. The Project site is bound by Planning Area 39 and Green Valley Parkway on the west, Watson Road on the north, Case Road on the east, and Ethanac Road on the south. Figure 2-2 shows the Proposed Project Area boundaries near the southeast portion of the GVSP area.

2.2 EXISTING SETTING

2.2.1 Site Conditions

The Proposed Project site is vacant and undeveloped with minimal and sparse vegetation. The existing conditions onsite generally have not changed from the conditions described in the 1990 Final EIR. The site is flat with minimal elevation gains observed throughout the site. The site has two existing water quality and drainage basins located along Watson Road and Ethanac Road that serve the Project site and the existing Perris Crossing Commercial center adjacent to the east. The Project site is currently accessed from Green Valley Parkway and Watson Road. Watson Road and Green Valley Parkway are unpaved roads.

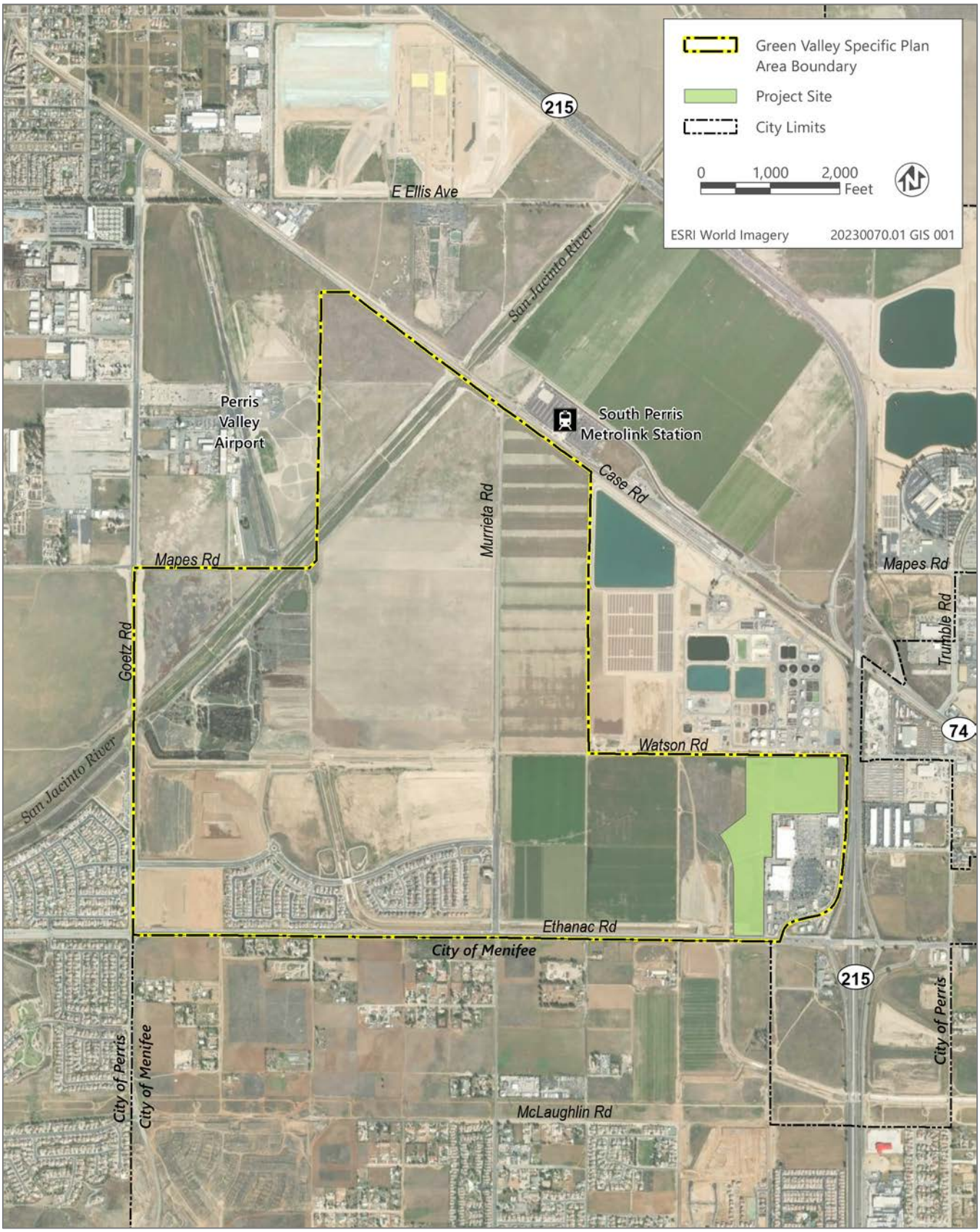
2.2.2 Surrounding Land Uses

The GVSP area is relatively flat and entirely disturbed, supporting active agriculture and ruderal vegetation as well as some development from previous approvals associated with the GVSP. Existing development within the GVSP area includes the Perris Crossing Retail Center in the easternmost portion of the GVSP area, ongoing construction of developments within the Phase 1A Project Area, ongoing grading and stockpiling activities, and access points for the GVSP area and buildout of major interior roads. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Development within the Phase 1B Project Area began in the first quarter of 2022.

As shown on Figure 2-3, the Eastern Municipal Water District Perris Valley Regional Water Reclamation Facility is located to the north; to the south of the Project site beyond Ethanac Road is vacant land in the City of Menifee, which is zoned Economic Development Corridor Northern Gateway (EDC-NG) and is envisioned as a business park area; directly east of the Project site is the existing Perris Crossing Commercial Center with regional servicing retail-commercial uses; and to the west are portions of the approved GVSP Phase 1B project that are currently vacant and planned for residential uses.

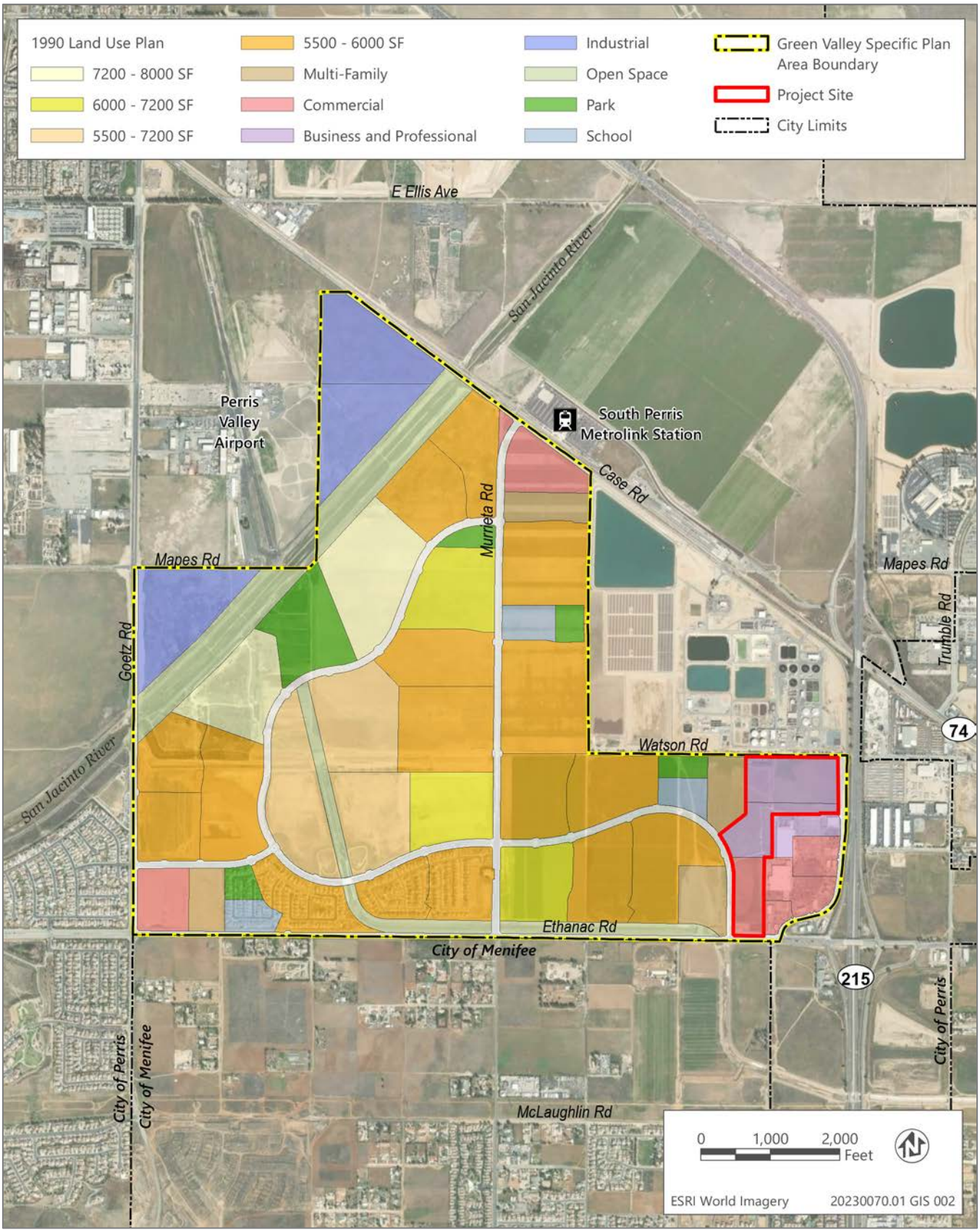
Source: adapted by Ascent in 2023.

Figure 2-1 Regional Location



Source: adapted by Ascent in 2023.

Figure 2-2 Project Location



Source: adapted by Ascent in 2023.

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

2.2.3 Existing Land Use and Zoning

The Project site has a General Plan land use designation of Green Valley Specific Plan and is zoned Green Valley Specific Plan. Figure 2-3 shows the GVSP land use plan approved in 1990. The GVSP designates Planning Areas 40 and 41 as Business and Professional and Planning Area 44 as Commercial. Within Planning Areas 40 and 41, business and office uses are principally allowed under this designation, while other uses, such as light manufacturing, mini storage, and warehouse/distribution center uses, may be allowed with a conditional use permit (Section 3.6 of the GVSP). Within Planning Area 44, commercial uses are principally allowed under this designation, as well as a wide variety of retail and service commercial uses including hotels and motels (Section 3.5 of the GVSP).

2.3 PROJECT OBJECTIVES

Applicable project objectives developed for the 1990 GVSP and the Proposed Project specific objectives are provided below. Note that the strikeout and underlined text 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: pages 3-1 and 3-4) and amended in the 2017 GVSP EIR 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 in the $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 Proposed Project-Specific Objectives

The primary objectives for the Proposed Project are to:

- Continue to buildout the Green Valley Specific Plan consistent with the currently adopted land use plan.
- Provide commercial development to serve the existing and future residents of the Green Valley Specific Plan area and surrounding neighborhoods.
- Provide a balance of uses which are complimentary to the existing commercial and planned residential.
- Provide a buffer of suitable uses adjacent to the Eastern Municipal Water District Perris Valley Regional Water Reclamation Facility and transitionary to existing commercial and future residential.

2.4 PROJECT FEATURES

The Proposed Project features development of approximately 44 acres of land within the existing GVSP in Planning Areas 40, 41, and 44. Figure 2-4 shows a conceptual site plan and Figure 2-5 shows a rendering of the overall Project. Additional details of each Project component are described below.

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-4 Conceptual Site Plan

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-5 Project Rendering

2.4.1 Retail and Commercial (Planning Area 44)

The Proposed Project proposes commercial development on three parcels totaling approximately 4.4 acres within Planning Area 44 that would consist of retail and restaurants. Figure 2-6 shows a conceptual site plan, Figure 2-7 shows the shopping center elevations, Figure 2-8 shows the fast-food restaurant elevations, and Figure 2-9 shows renderings of the retail and commercial uses.

In the northern portion of the site would be an approximately 21,600-square-foot building for retail and restaurant uses. In the southern portion of the site would be two 2,800-square-foot drive-thru restaurants. The proposed retail and commercial development within Planning Area 44 would total approximately 27,200 square feet. Building heights are proposed to be one story and up to 23 feet, 6 inches. Site coverage is proposed to be approximately 7.1 percent for Parcel 1, 6.9 percent for Parcel 2, and 18.9 percent for Parcel 3. Front setbacks would be 25 feet, side yard setbacks would be 15 feet, and rear setbacks would be 10 feet. The shopping center would provide 130 parking spaces, which is in excess of City parking requirements, and the fast food dining would provide 66 spaces. Of these, five electric vehicle (EV) spaces equipped with an EV charging station would be provided for the shopping center and an additional four EV spaces/chargers would be provided for the fast-food uses. Primary access would be from Ethanac Road via Green Valley Parkway with secondary access from the existing commercial center to the east and planned hotel site to the north.

The retail and commercial component of the Project is proposed to include 55,565 square feet of landscaping consisting of a mix of trees, shrubs, ground cover, decorative boulders. The shopping center would include 29,613 square feet of landscaping (24.2 percent), and the fast-food restaurants would include 13,652 square feet (33.6 percent) and 12,300 square feet (31.6 percent) of landscaping, respectively. The conceptual landscaping plan includes 103 trees along the retail and commercial component perimeter, as well as 61 parking lot trees, with 42 36-inch box trees (40 percent), which is well in excess of the City's landscaping requirements. The landscaping would conform to all applicable codes and ordinances, including the City's water conservation requirements in Chapter 19.70 of the City of Perris Zoning Ordinance and the 2022 CALGreen Code.

Additionally, the Proposed Project includes an existing 0.8-acre water quality and detention basin as well as a proposed 0.9-acre water quality and detention basin in the southern portion of the site that would capture stormwater runoff from the proposed overall development.

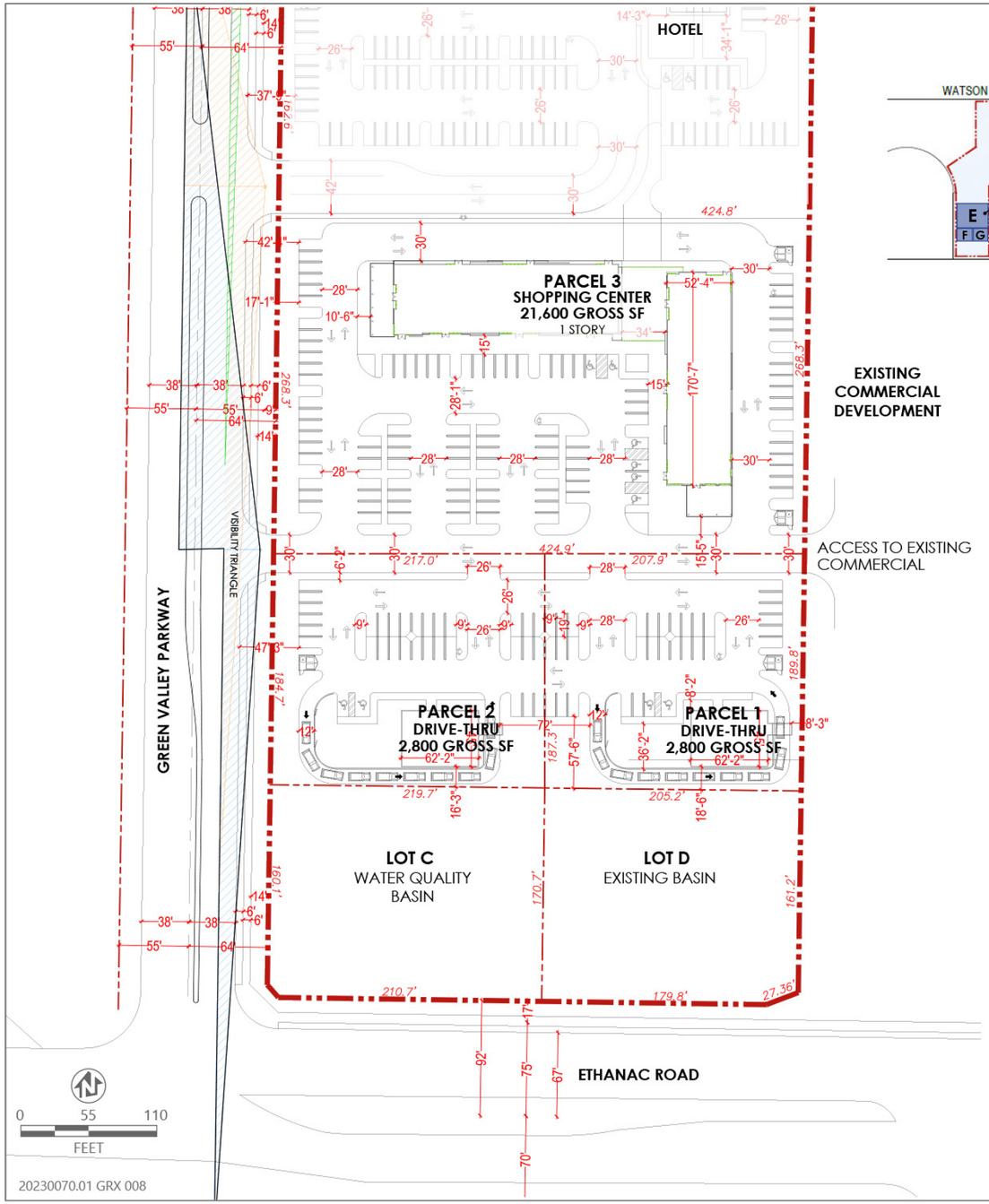
2.4.2 Hotel (Planning Area 44)

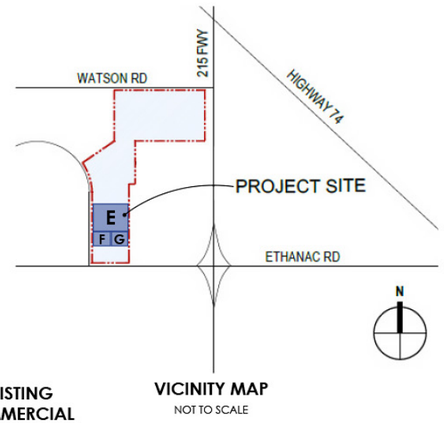
Within the northern half of Planning Area 44, the Proposed Project includes an approximately 80,000-square-foot hotel on a 4.7-acre site. Figure 2-10 shows a conceptual site plan and Figure 2-11 shows the elevations for the hotel. The proposed hotel would have an approximately 20,000-square-foot building footprint and would be up to 4 stories (up to 50 feet tall) with up to 128 rooms. The hotel would also include potential amenities, such as a pool, restaurant, and/or meeting rooms. The proposed hotel would include installation of one 300-horsepower diesel-powered emergency generators/fire pump. The emergency generators/fire pump is anticipated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes.

The hotel would include up to 211 parking spaces for hotel guests and visitors (including seven EV spaces/chargers), which is in excess of City parking requirements. Access to the hotel site would be from Ethanac Road via Green Valley Parkway with secondary access from the commercial site to the south.

Site coverage is proposed to be approximately 9.6 percent. Front setbacks would be 25 feet, side yard setbacks would be 15 feet, and rear setbacks would be 10 feet. The hotel component of the Project is proposed to include 75,667 square feet (approximately 38.2 percent of site area) of landscaping consisting of a mix of trees, shrubs, ground cover, and decorative boulders. The conceptual landscaping plan includes 146 trees along the hotel component perimeter, as well as 65 parking lot trees, with 81,36-inch box trees (55 percent), which is well in excess of the City's landscaping requirements. The landscaping would conform to all applicable codes and ordinances, including the

City's water conservation requirements in Chapter 19.70 of the City of Perris Zoning Ordinance and the 2022 CALGreen Code.

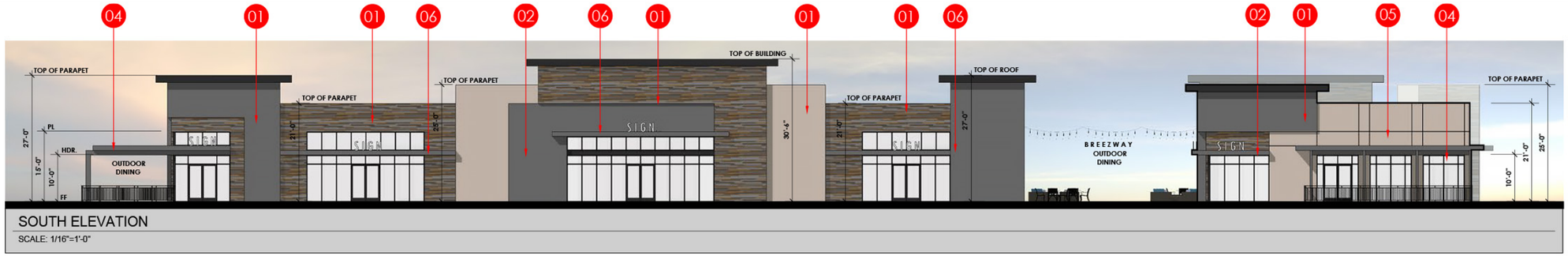




PROJECT SUMMARY		
Assessor's Parcel Number	327220044 (Parcels 1, 2 & 3)	
Site Address	Case Road, Perris, CA 92570	
Site Area	Parcel 1- Building G	±38,953 Sq.Ft. (±0.89 Acres)
	Parcel 2 - Building F	±40,623 Sq.Ft. (±0.93 Acres)
	Parcel 3 - Building E	±114,072 Sq.Ft. (±2.61 Acres)
DEVELOPMENT STANDARDS		
Zoning	Green Valley Specific Plan (GV-SP) Commercial	
	Required	Proposed
Site Coverage	50% Max.	Parcel 1: 7.1%
		Parcel 2: 6.9%
		Parcel 3: 18.9%
Building Height	50' or 2 Stories Max.	23'6"
Front Yard Setback	25' (Measured From Curb Line)	25'
Side Yard	15'	15'
Rear Yard	10'	10'
Parking Lot Landscape	12%	Parcel 1: 31.6%
		Parcel 2: 33.6%
		Parcel 3: 24.2%
Standard Parking Dimension	9' X 19'	9' X 19'
Drive Aisle	26'	26'
Fire Lane	20' Min.	20'
Parking Ratio	Building E Shopping Center: 1 Space/200 Sq.Ft. =21,600/200 =108 Spaces	130 Spaces
	Buildings F & G Fast Food: 1 Space/50 Sq.Ft. of Dining Space + 10 Additional Spaces = 2,300/50 + 10 = 66 Spaces	66 Spaces
Owner	Richland Communities | 3161 Michelson Dr #425, Irvine, CA 92612	
Architect	Danielian Associates | 60 Corporate Park, Irvine, CA 92606	

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

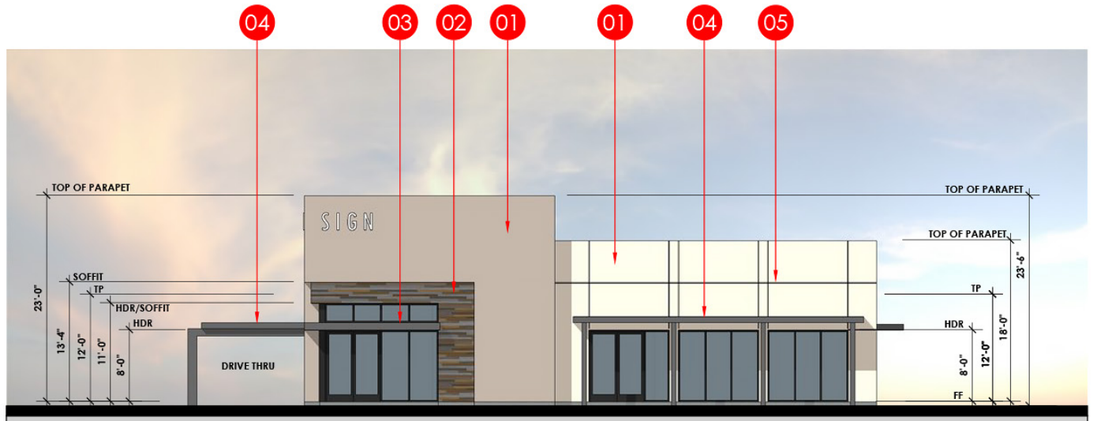
Figure 2-6 Retail and Commercial Conceptual Site Plan



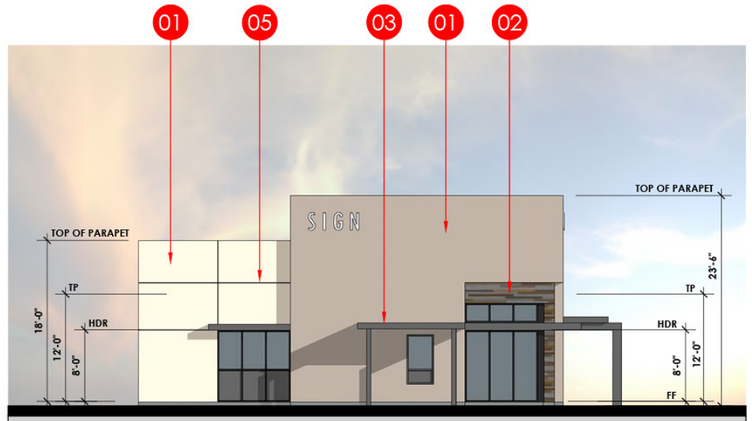
20230070.01 GRX 007

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-7 Shopping Center Elevations



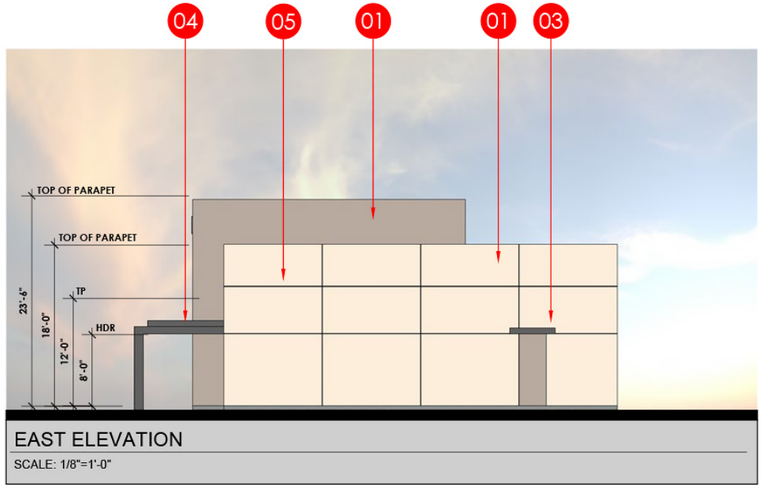
SOUTH ELEVATION
SCALE: 1/8"=1'-0"



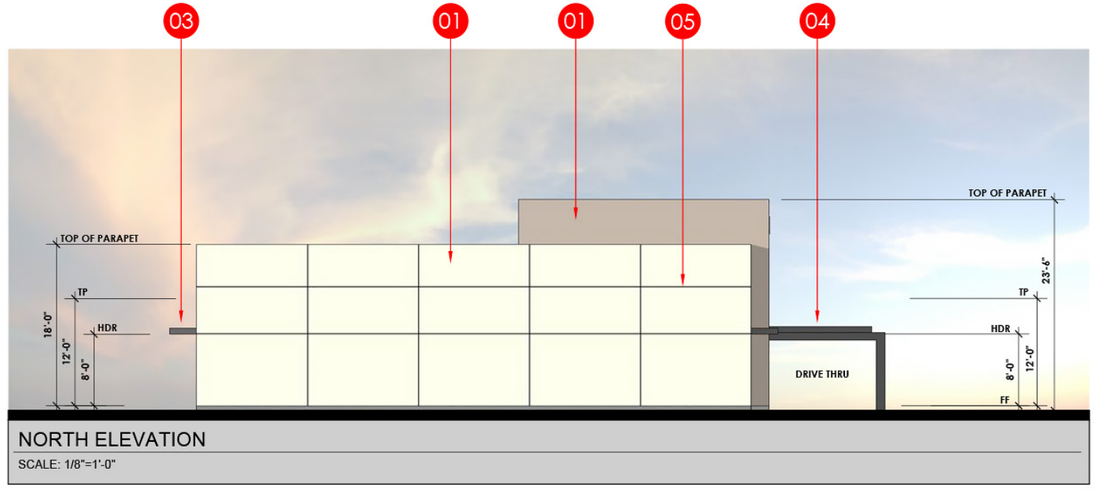
WEST ELEVATION
SCALE: 1/8"=1'-0"

KEYNOTES

01 STUCCO
02 PORCELAIN WOODLIKE FINISH
03 METAL AWNING
04 METAL CANOPY
05 STUCCO CONTROL JOINT
06 DECORATIVE LIGHT



EAST ELEVATION
SCALE: 1/8"=1'-0"



NORTH ELEVATION
SCALE: 1/8"=1'-0"

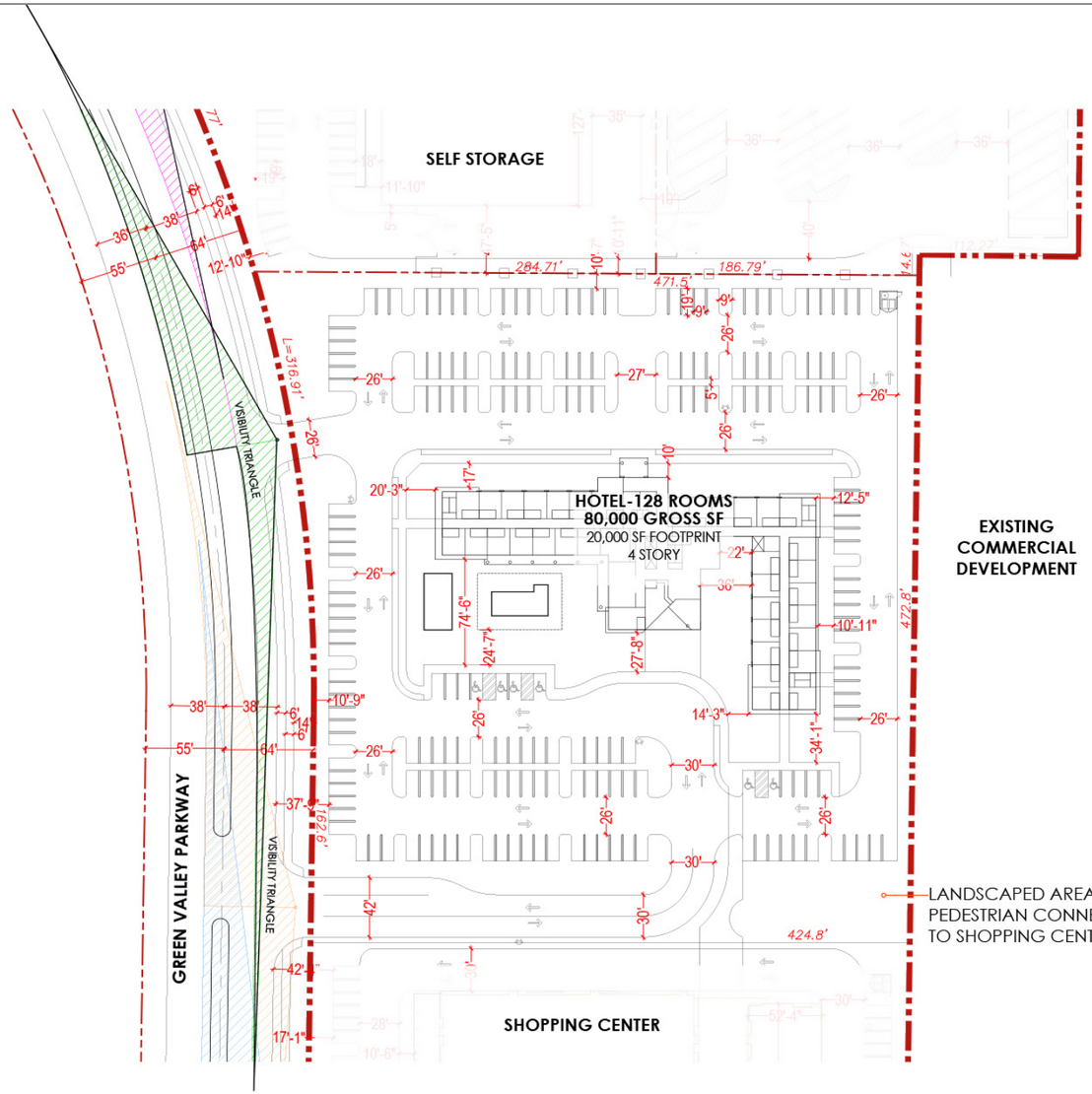
20230070.01 GRX 006

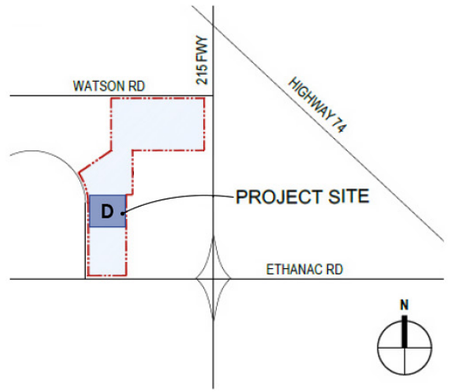
Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-8 Fast Food Restaurant Elevations

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-9 Retail and Commercial Rendering





VICINITY MAP
NOT TO SCALE

PROJECT SUMMARY		
Assessor's Parcel Number	327220044 (Parcel 4)	
Site Address	Case Road, Perris, CA 92570	
Site Area	± 206,271 Sq.Ft. (±4.73 Acres)	
DEVELOPMENT STANDARDS		
Zoning	Green Valley Specific Plan (GV-SP) Commercial	
	Required	Proposed
Site Coverage	50% Max.	9.6%
Building Height	50'	50'(4 Stories)
Front Setback	25' (Measured From Curb Line)	25'
Side Setback	15'	15'
Rear Setback	10'	10'
Parking Lot Landscape	12%	40%
Standard Parking Dimension	9' X 19'	9' X 19'
Drive Aisle	26'	26'
Fire Lane	20' Min.	20'
Parking Ratio	1.1 spaces per guest room	
	128 Rooms = 141 Spaces	211 Spaces
Owner	Richland Communities | 3161 Michelson Dr #425, Irvine, CA 92612	
Architect	Danielian Associates | 60 Corporate Park, Irvine, CA 92606	

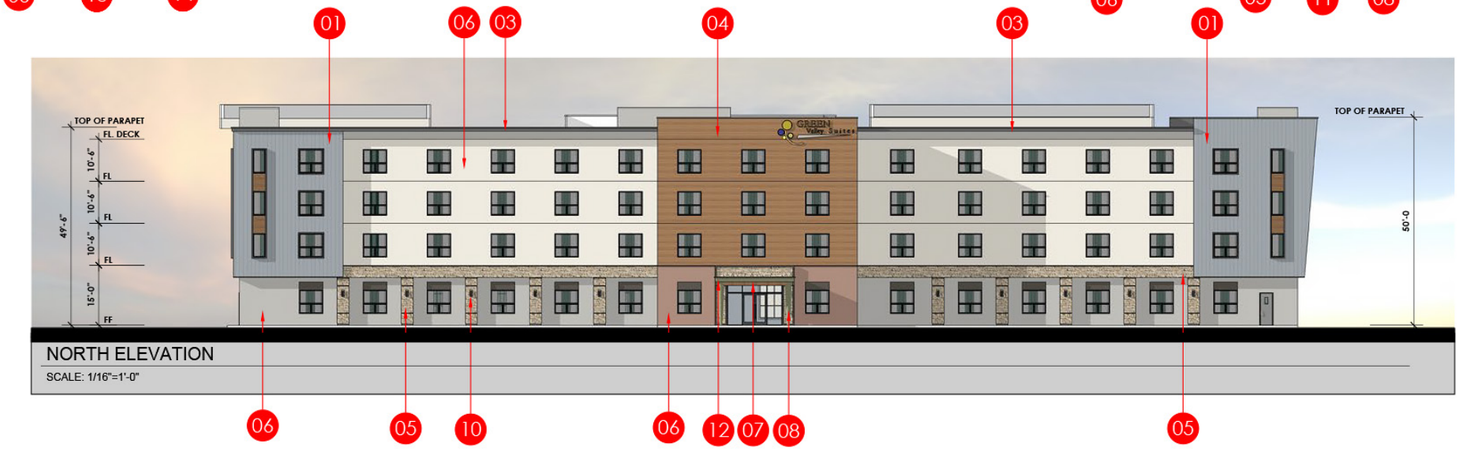
20230070.01 GRX 010

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-10 Conceptual Hotel Site Plan

KEYNOTES

01 METAL VERTICAL SIDING
02 METAL CLADDING FACIA
03 DECORATIVE TRIM PARAPET
04 COMPOSITE WOOD HOR. SIDING
05 STONE VENEER
06 STUCCO
07 COMPOSITE WOOD CEILING SOFFIT
08 STEEL COLUMN IN METAL CLAD
09 METAL PANEL SIDING
10 DECORATIVE WALL LIGHT
11 METAL ROOF SHADE
12 ENTRY CANOPY IN METAL CLAD
13 SMOOTH STUCCO IN FAKE TRANSOM
14 METAL PANEL ON BUILT UP TRIM



20230070.01 GRX 009

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-11 Hotel Elevations

2.4.3 Self-Storage (Planning Area 41)

The Proposed Project includes the development of up to three self-storage buildings and covered trailer and RV parking within Planning Area 41 on approximately 8.9 acres. Figure 2-12 shows a conceptual site plan, Figure 2-13 shows the elevations, and Figure 2-14 shows renderings of the self storage uses.

The self-storage facilities would include up to 116,000 square feet of building space, including an approximately 14,600-square-foot one-story building in the northern portion of the parcel, an approximately 63,400-square-foot two-story building within the central portion of the parcel, and an approximately 38,000-square-foot two-story building within the southern portion of the parcel. Maximum building heights would be up to 34 feet. Site coverage is proposed to be approximately 16.8 percent. Front and rear setbacks would be 10 feet, and side yard setbacks would be 10 feet on the south and 20 feet on the north adjacent to multi-family residential use.

The self-storage component of the Project includes 69 parking spaces (including 14 EV spaces/chargers) in accordance with the City's parking requirements. Additionally, outdoor RV and/or trailer parking would also be provided within the self-storage facility site and partially covered RV and/or trailer parking would be provided within the eastern portion of Planning Area 41 with up to 215 parking stalls. The storage buildings and covered RV parking lot could potentially have roof mounted solar panels. Primary access to the self-storage site would be from Ethanac Road via Green Valley Parkway with two secondary accesses to the existing commercial center drive aisle on the east.

The self-storage component of the Project is proposed to include 64,025 square feet (approximately 16.5 percent of site area) of landscaping consisting of a mix of trees, shrubs, ground cover, decorative boulders. The conceptual landscaping plan includes 134 trees along the self-storage facility perimeter, as well as 65 parking lot trees, with 42 36-inch box trees (31.3 percent), which is well in excess of the City's landscaping requirements. The landscaping would conform to all applicable codes and ordinances, including the City's water conservation requirements in Chapter 19.70 of the City of Perris Zoning Ordinance and the 2022 CALGreen Code.

2.4.4 Industrial (Planning Area 40 and Planning Area 41)

The Proposed Project includes the development of an industrial use on a 23.8-acre site within the northern portion of the Project site in Planning Areas 40 and 41. Figure 2-15 shows a conceptual site plan, Figure 2-16 shows the elevations, and Figure 2-17 shows renderings of the industrial use.

The proposed industrial development would include a maximum of 498,000 square feet of building space, which includes 6,000 square feet of office/mezzanine space and 61 loading docks. The proposed building height would be up to 50 feet. Site coverage is proposed to be approximately 47.5 percent with a floor area ratio of 0.48. Front, side, and rear yard setbacks would be 10 feet.

The industrial component of the Project includes 183 trailer stalls to the north of the proposed building and 159 standard parking spaces along the east and south sides of the proposed building, which exceeds the City's parking requirements. Of these, 52 EV spaces/chargers would be provided. Truck access to the site would be from Case Road via Watson Road on the north side. Auto access would be from Case Road via the existing Perris Crossing Commercial Center Drive entry on the south side.

The proposed industrial use would be developed in accordance with and would comply with all of the applicable policies contained within the *City of Perris Good Neighbor Guidelines – (Perris GNG) Siting New and/or Modified Industrial Facilities* (City of Perris 2022) to protect sensitive receptors, including neighborhood character of residential communities in the City of Perris.

The industrial component of the Project is proposed to include 183,124 square feet (approximately 17.6 percent of site area) of landscaping consisting of a mix of trees, shrubs, ground cover, decorative boulders. The conceptual landscaping plan includes 234 trees along the industrial component perimeter, as well as 84 parking lot trees, with 153 36-inch box trees (64 percent), which is well in excess of the City's landscaping requirements. An approximately 104-foot-wide landscape area and 47.5-foot-wide parking and drive aisle for autos-only would be provided along the

western boundary of the site to provide additional spacing between the proposed industrial development and future planned residential development in Planning Area 39 of the GVSP. The existing detention basin in the northwest corner of the site would be protected in place. The landscaping would conform to all applicable codes and ordinances, including the City's water conservation requirements in Chapter 19.70 of the City of Perris Zoning Ordinance and the 2022 CALGreen Code.

In addition, development of the proposed industrial uses would include installation of one 300-horsepower diesel-powered emergency generator/fire pump. The emergency generator/fire pump is anticipated to operate for up to 1 hour per day, 1 day per week for up to 50 hours per year for maintenance and testing purposes.

2.4.5 Utilities and Infrastructure

The Proposed Project would include the construction of driveways, associated parking, landscaping, walls, signage, and utility improvements to serve the proposed development. The Proposed Project could include the construction of Watson Road and Green Valley Road along the site frontage if not already constructed prior to development by others. Additionally, the Proposed Project includes a new 0.9-acre detention basin along southern boundary of the Proposed Project site, and the existing detention basin in the northwestern portion of the property and southeastern corner of the property would remain in place.

2.4.6 Proposed Construction Schedule, Construction Workers, and Equipment

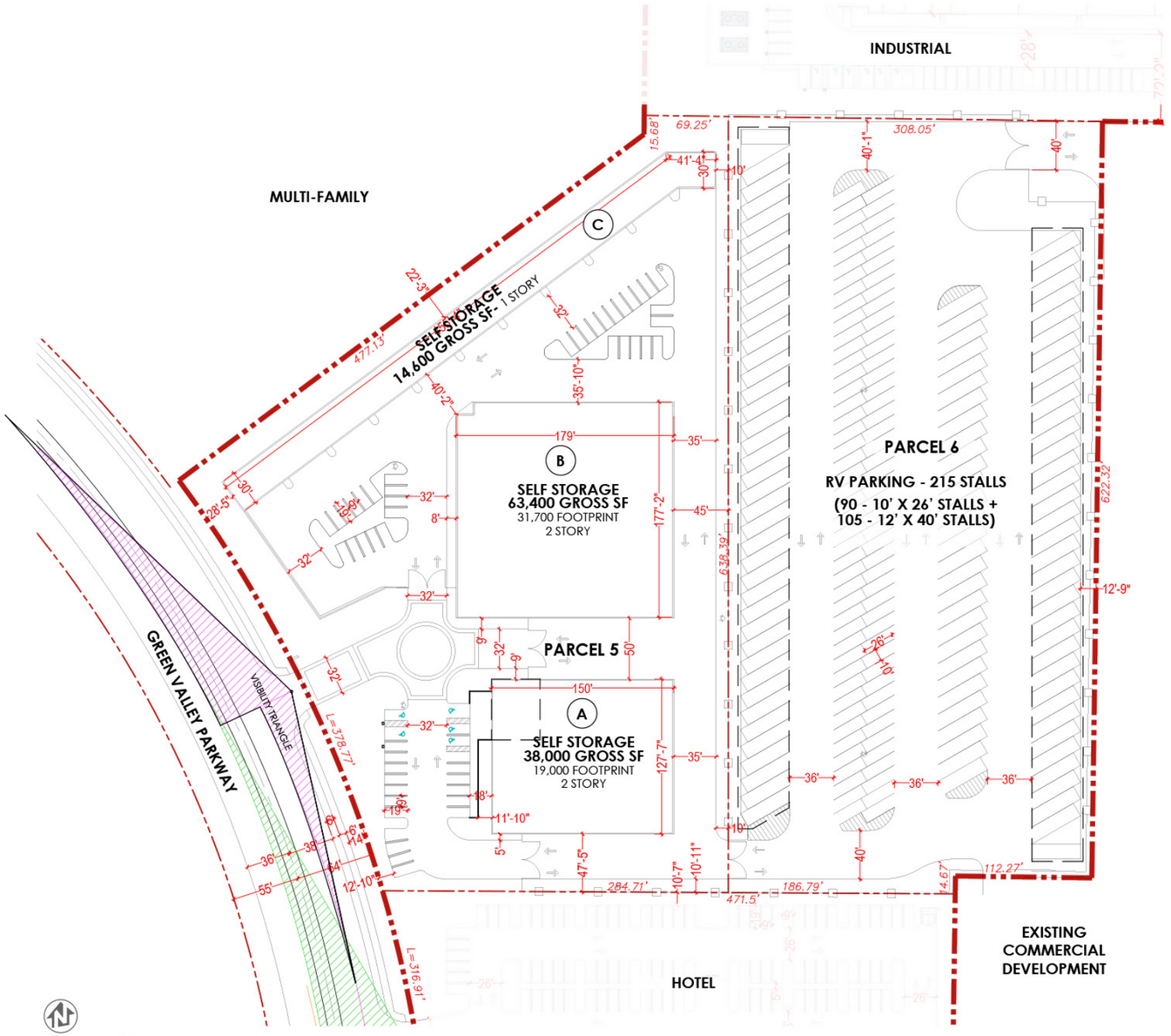
Construction and hours of operation would be in accordance with the City's Municipal Code.

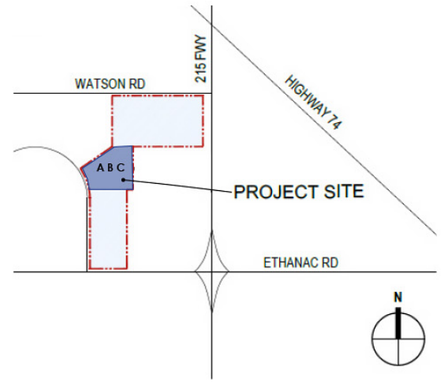
Timing of construction of the Proposed Project would be affected by the entitlement process, market demand, and other factors. For the purposes of this analysis, the Proposed Project is assumed to be developed in two phases. The initial phase would involve grading of the entire site and construction of the streets and utilities serving each land use. The secondary phase would be individual construction of each land use independent of each other. Table 2-1 provides the anticipated construction phasing for each subphase of the Proposed Project.

Table 2-1 Construction Phasing

Phase	Anticipated Schedule	Duration
Grading, Improvements, and Utilities	7/2024 to 3/2025	9 months
Commercial Retail	4/2025 to 9/2025	6 months
Hotel	4/2025 to 3/2026	12 months
Storage	4/2025 to 1/2026	10 months
Industrial	4/2025 to 1/2026	10 months

Construction equipment would include a variety of standard construction equipment including grader, dozer, excavators, tractors/loaders/backhoes, scrapers, dump trucks for import of fill material, a crane, forklifts, pavers, rollers, a generator set, a welder, an air compressor, and a boring jack power unit.



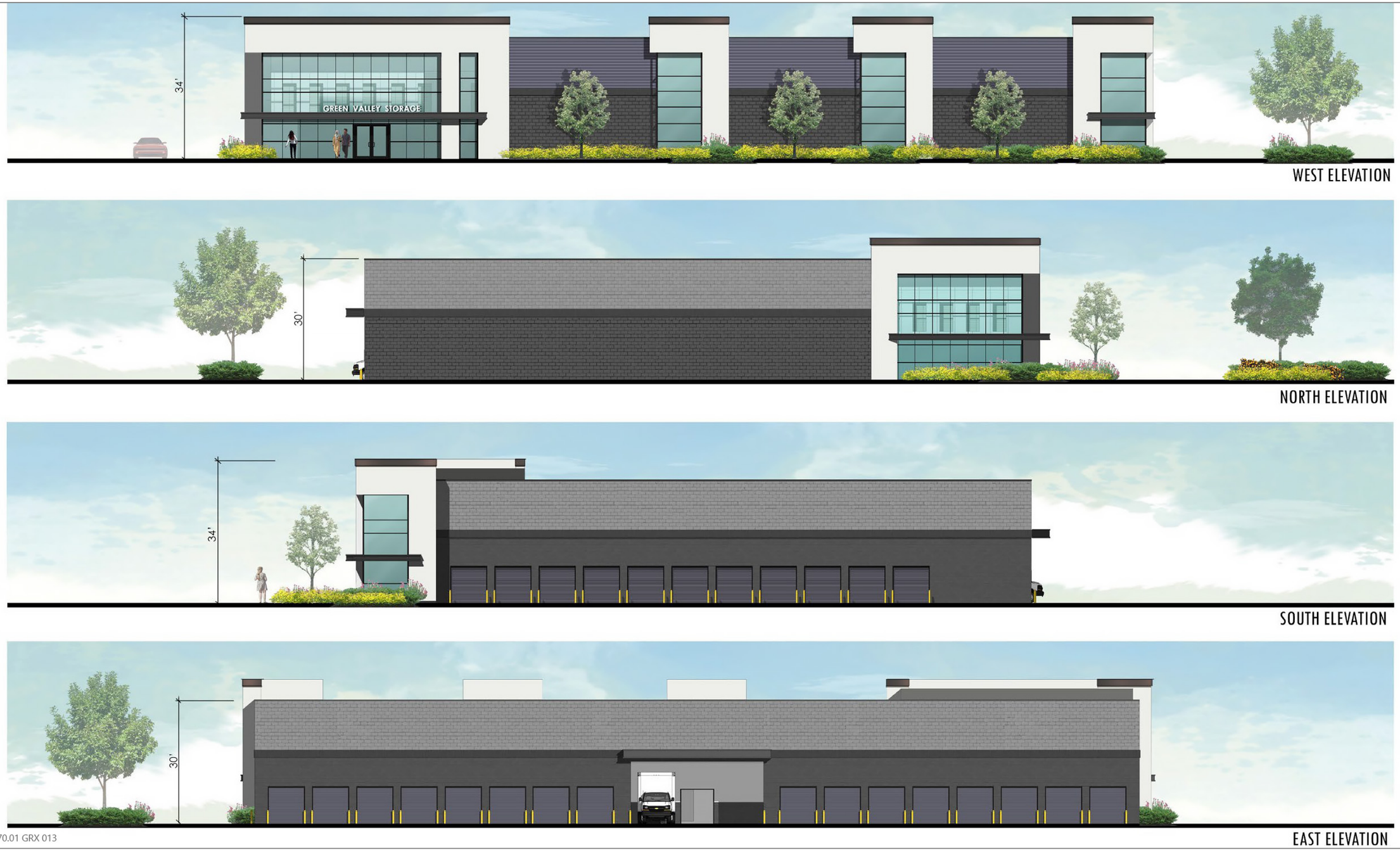


VICINITY MAP
NOT TO SCALE

PROJECT SUMMARY		
Assessor's Parcel Number	327220044 (Parcels 5 & 6)	
Site Address	Case Road, Perris, CA 92570	
Site Area	± 387,484 Sq.Ft. (±8.89 Acres)	
DEVELOPMENT STANDARDS		
Zoning	Green Valley Specific Plan (GV-BPO) Business Professional Office	
	Required	Proposed
Site Coverage	50% Max.	16.8%
Building Height	50'	34'
Front Yard Setback	10' (Green Valley Pkwy-Arterial)	10'
Side Yard (North)	10' (Multi-family Residential Use)	20'
Side Yard (South)	0' (Non-residential Uses)	10'
Rear Yard	0' (Non-residential Uses)	10'
Parking Lot Landscape	15%	16.5%
Standard Parking Dimension	9' X 19'	9' X 19'
Drive Aisle	26'	32'
Fire Lane	20' Min.	20'
Parking Ratio	1 Space/2000 Sq.Ft.=69 Spaces	69 Spaces
Owner	Richland Communities | 3161 Michelson Dr #425, Irvine, CA 92612	
Architect	Danielian Associates | 60 Corporate Park, Irvine, CA 92606	

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-12 Conceptual Self Storage Site Plan



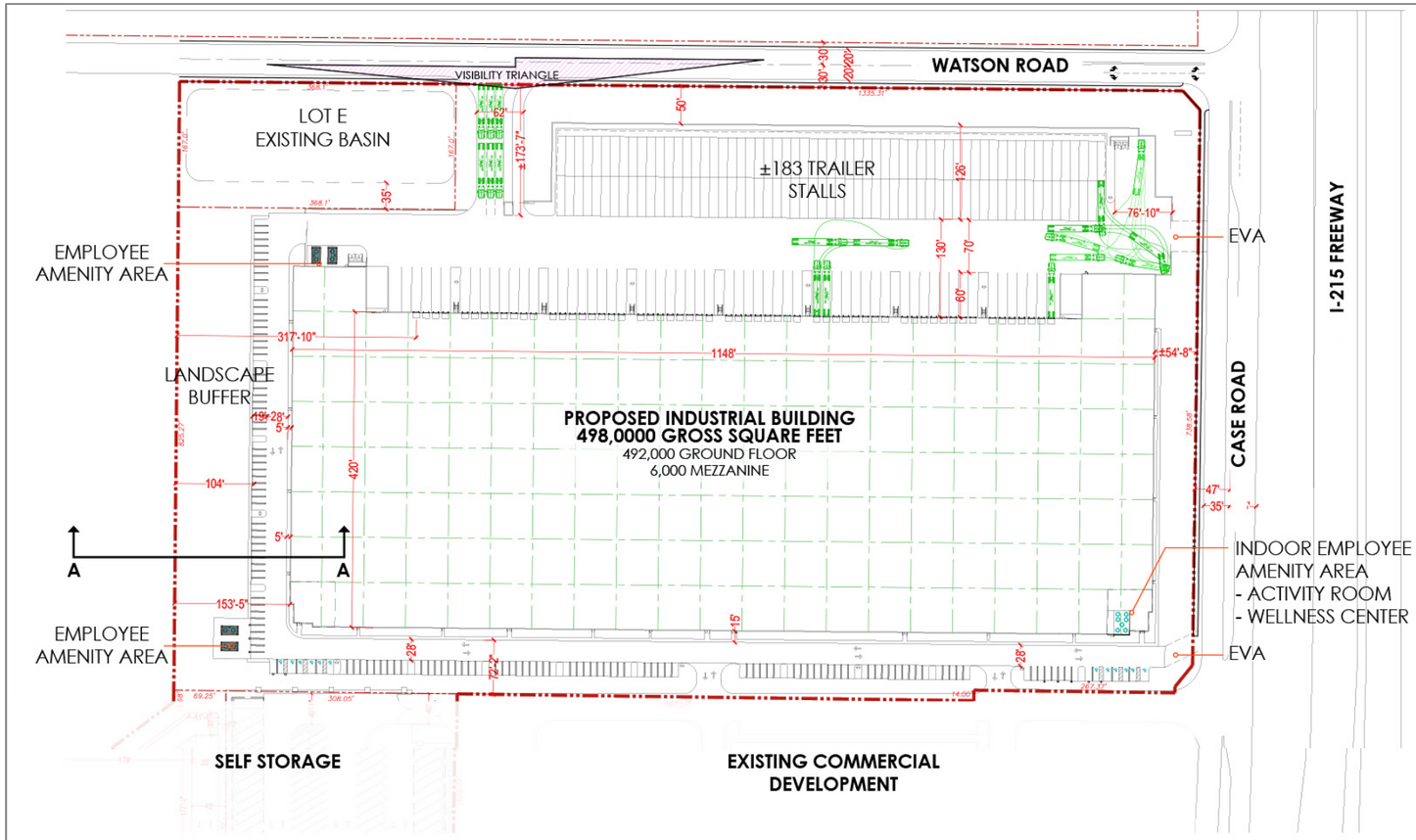
Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

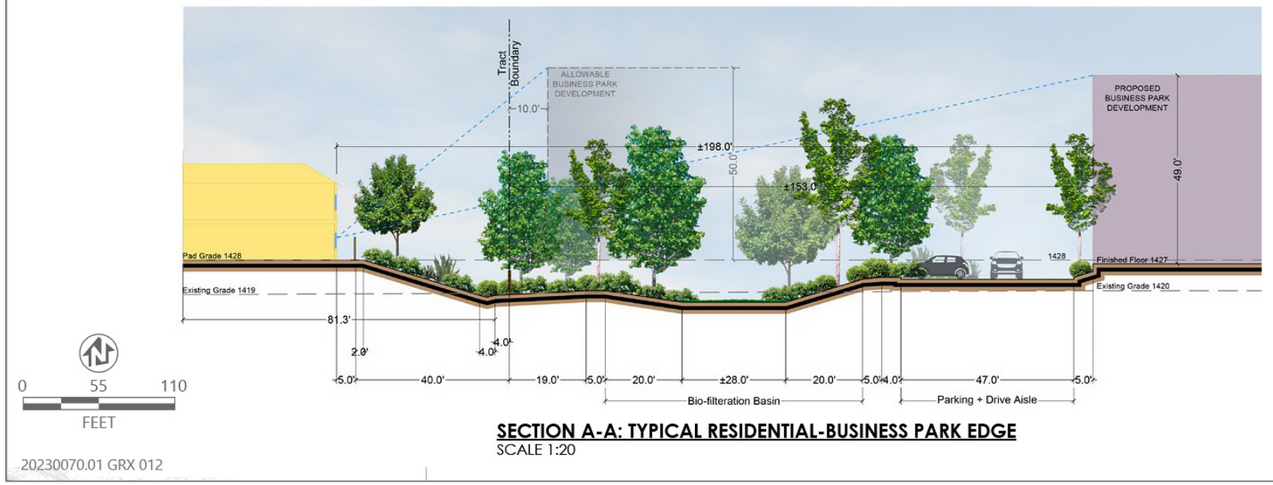
Figure 2-13 Self Storage Elevations

20230070.01 GRX 004

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-14 Self Storage Rendering

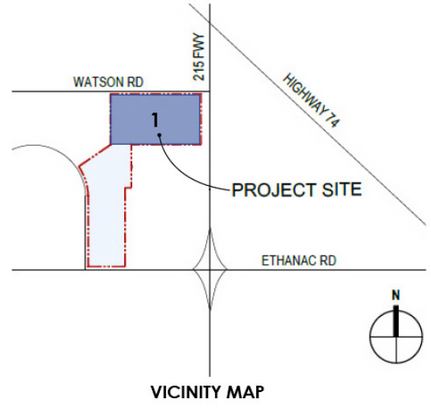




SECTION A-A: TYPICAL RESIDENTIAL-BUSINESS PARK EDGE
SCALE 1:20

20230070.01 GRX 012

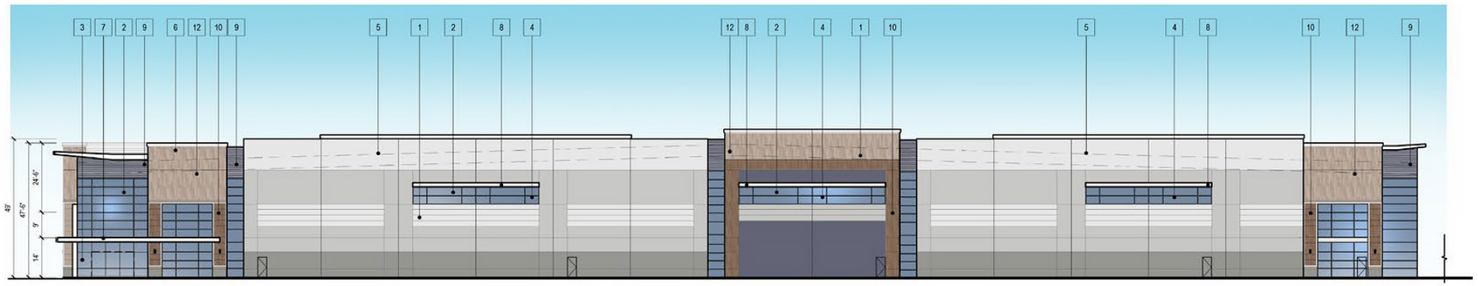
PROJECT SUMMARY		
Assessor's Parcel Number	327220012 & 327220044 (Parcel 7)	
Site Address	Case Road, Perris, CA 92570	
Site Area	± 1,035,538 Sq.Ft. (±23.77 Acres)	
DEVELOPMENT STANDARDS		
Zoning	Green Valley Specific Plan (GV-BPO) Business Professional Office	
	Required	Proposed
Site Coverage	50% Max.	47.5%
Floor Area Ratio	0.50	0.48
Building Height	50'	50'
Side Yard Setback	10'(Watson Rd-Local)	10'
Front Yard	5'(Case Rd-Secondary Arterial)	10'
Rear Yard	0' (Non-residential Uses)	10'
Parking Lot Landscape	15%	17.6%
Standard Parking Dimension	9' X 19'	9' X 19'
Drive Aisle	26'	28'
Fire Lane	20' Min.	20'
Parking Ratio (High Cube Warehouse)	0-20K Sq.Ft.: 1Space/1000 Sq.Ft.=20 Spaces 20-40K Sq.Ft.: 1Space/2000 Sq.Ft.=10 Spaces 40K+ Sq.Ft.: 1Space/5000 Sq.Ft.= 92 Spaces Office Space <10% Included Total=122 Spaces	159 Spaces
	Trailer Parking:1Space/5000 Sq.Ft.=100 Spaces	183 Spaces
Owner	Richland Communities | 3161 Michelson Dr #425, Irvine, CA 92612	
Architects	Architects Orange |144 N. Orange Street, Orange, CA 92866 Danielian Associates | 60 Corporate Park, Irvine, CA 92606	



VICINITY MAP

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-15 Conceptual Industrial Site Plan



EAST (CASE ROAD) ELEVATION

WEST ELEVATION

NORTH ELEVATION

SOUTH ELEVATION

KEY NOTES:

1. CONCRETE TILT-UP PANEL WITH REVEALS
2. BLUE MEDIUM PERFORMANCE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
3. BLUE TINTED LOW-E GLASS WITH HIDDEN MULLIONS OVER WHITE PAINTED CONCRETE PANEL
4. BLUE MEDIUM PERFORMANCE CLERESTORY IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM
5. DASH LINE REPRESENT TOP OF ROOF DIAPHRAGM
6. ROOF TOP EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW
7. METAL TRELLIS CANOPY
8. C-CHANNEL AWNING 24" PROJECTION
9. METAL PANEL OVER CONCRETE PANEL
10. TILE VENEER LIGHTER COLOR WITH COLOR MATCHING GROUT
11. CLEAR ANODIZED ALUMINUM METAL FIN
12. TILE VENEER DARKER COLOR WITH COLOR MATCHING GROUT

20230070.01 GRX 011

Source: Image produced and provided by AO Architects & Danielian Associates in 2024.

Figure 2-16 Industrial Elevations

Source: Image produced and provided by AO Architects & Danielian Associates in 2024

Figure 2-17 Industrial Rendering

2.5 PROJECT APPROVALS

The following approvals and permits are required to implement the Proposed Project.

2.5.1 Discretionary Approvals, Permits, and Studies

- Vesting Parcel Map 38814 (VPM 23-05059) to subdivide two parcels, totaling 44.9 acres, and subdivide into seven parcels and five lettered lots.
- Conditional Use Permit (CUP) 23-05047 for the review of site plan and building elevations for a 498,000-square-foot industrial building on 23.7 acres located at the southwest corner of Watson Road and Case Road.
- Conditional Use Permit (CUP) 23-05208 for the review of site plan and building elevations for a self-storage and outdoor RV parking facility on 9.633 acres located along Green Valley Parkway, 1,000 feet north of Ethanac Road.
- Master Conditional Use Permit (CUP) 23-05210 to construct two 2,800-square-foot drive-through restaurants on 1.82 acres generally located at the northeast corner of Green Valley Parkway and Ethanac Road.
- Development Plan Review (DPR) 23-00013 for the review of site plan and building elevations for a four-story hotel (128 rooms) on a 3.8-acre lot located along Green Valley Parkway, 630 feet north of Ethanac Road.
- Development Plan Review (DPR) 23-00014 for the review of site plan and building elevations for a 27,200-square-foot commercial retail shopping center on 2.8 acres located along Green Valley Parkway, 340 feet north of Ethanac Road.

2.5.2 Subsequent Approvals, Permits, and Studies

- Grading Permits
- Building Permits
- National Pollutant Discharge Elimination System (NPDES) Permits

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 current Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the State CEQA Guidelines 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 Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(1) of the State CEQA Guidelines, this column indicates whether there have been substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3.1.3 Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the State 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 State 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 or substantially more severe significant impacts are identified, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

3.1.5 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.

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.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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	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	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	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	Yes

4.1.1 Discussion

The existing conditions of the proposed Project site generally have not changed from the conditions described in the 1990 EIR. The Project site is vacant and undeveloped, with minimal and sparse vegetation. The Project site is flat with minimal elevation deviations. There are two existing water quality and drainage basins located along Watson Road and Ethanac Road that serve the Project site and the adjacent Perris Crossing Commercial Center to the east. The Project site is accessed from Green Valley Parkway and Watson Road. As such, the existing conditions on the Project site have not substantially changed since the 1990 EIR as it relates to aesthetics.

Development within the GVSP area includes the existing Perris Crossing Retail Center in the easternmost portion of the GVSP area, ongoing construction of developments within the Phase 1A and Phase 1B project area, ongoing grading and stockpiling activities, and access points for the GVSP area and buildout of major interior roads. Development within the Phase 1B project area began in the first quarter of 2022. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Since approval of the GVSP in 1990, the Perris Crossings retail center has been built within the GVSP area (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 area. No other substantial change in the environmental and regulatory settings related to aesthetics, described in the GVSP Final EIR Section 4.11, Aesthetics, has occurred since certification of the Final EIR in 1990. As noted in the 1990 Final EIR, the 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 1990 Final EIR.

The City's Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policies related to visual resources from the Conservation and Open Space Elements would apply to the GVSP:

- **Policy VII.A (Conservation Element):** Preserve significant hillsides and rock outcroppings in the planning areas.
- **Policy III.A (Open Space Element):** Preserve hillsides and rock outcroppings in the planning areas.

The Perris Good Neighbor Guidelines were also not in place at the time of the 1990 Final EIR. The Proposed Project would be consistent with the following Perris Good Neighbor Guidelines policies related to aesthetics:

- 1.2. Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
- 1.3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- 1.5. All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
- 1.7. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
- 1.8. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.
- 1.9. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
- 1.10. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
- 1.11. It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
- 1.13. No parking shall be permitted in the landscape setback area.
- 1.20. The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.
- 3.6. Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- 4.1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
- 4.2. A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.
- 4.3. Percentage of landscaping for projects in the General Industrial (GI) and Light Industrial Zones shall be increased from 10 and 14 to 15 percent.

- 4.4. Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- 4.5. The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- 4.6. Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48-inch box in size and range in height between 14 and 25 feet. Trees should be planted at a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
- 4.7. All landscaping shall be irrigated for the life of the facility.
- 4.8. An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- 4.9. Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.
- 5.3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- 7.9. All signs shall be legible, durable, and weather-proof.

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

As described in Section 4.11, Aesthetics, of the 1990 Final EIR, the GVSP area 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 1990 Final EIR was certified. The 1990 Final EIR noted that significant aesthetic impacts would occur as a result of modifications to the appearance of the GVSP area as well as views of and from the site from buildout of the GVSP. However, the 1990 Final EIR concluded that aesthetic impacts would largely be mitigated by the landscape plan and site development standards (Mitigation Measure 4.11.3-Site Design Elements).

The Proposed Project would be consistent with the GVSP land use plan approved in 1990. The Proposed Project would involve buildout of approximately 44 acres of the GVSP, encompassing Planning Areas 40, 41, and 44. The 1990 GVSP designates Planning Areas 40 and 41 as Business and Professional and Planning Area 44 as Commercial. Within Planning Areas 40 and 41, business and office uses are principally allowed under this designation, while other uses, such as light manufacturing, mini storage, and warehouse/distribution center uses, may be allowed with a conditional use permit. Within Planning Area 44, commercial uses are principally allowed under this designation, as well as a wide variety of retail and service commercial uses including hotels and motels. As such, the proposed land uses are consistent with the land uses approved under the 1990 Final EIR for the GVSP. Therefore, the Proposed Project's entitlements and actions fall within the scope of the previously analyzed and approved 1990 Final EIR. In addition, development of the Proposed Project would not result in an increase in the overall amount of commercial or industrial development within the GVSP area evaluated under the 1990 Final EIR, and as such, the Proposed Project would not result in changes to the overall land use assumptions, including buildout maximums, for the GVSP area. Moreover, the Proposed Project would not change the landscape and design standards within the approved GVSP or mitigation requirements for aesthetic impacts. As such, the Proposed Project's aesthetic impacts remain similar to those which were described in the 1990 Final EIR. No new significant impacts or substantially more severe significant impacts related to scenic vistas would occur from development of the Proposed Project, and the same mitigation measure for significant aesthetic impacts analyzed in the 1990 Final EIR would be required and implemented as part

of the Proposed Project (See Mitigation Measure 4.11.3). Therefore, the findings of the 1990 Final 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 GVSP area. The types of land uses proposed for development under the Proposed Project would be similar to those already analyzed and approved in the 1990 Final EIR, and, as such, would be consistent with the approved land uses under the GVSP. Since the Proposed Project would develop land uses consistent with the approved land use plan for the GVSP, and none of these uses would be visible from officially designated scenic highways or byways, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final 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?

In the 1990 Final EIR, Impact 4.11.2.1 notes 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 1990 Final EIR noted that site design elements, including the landscape plan required under Mitigation Measure 4.11.3 – Site Design Elements, would soften any new hardscapes such that the GVSP project would not result in significant adverse impacts.

The Project would not change the landscape and site design standards or mitigation requirements that minimize the degree of aesthetic impacts. The retail, commercial, potential hotel, mini self-storage, and industrial land uses proposed by the Project are generally consistent with the land uses planned under the approved 1990 Final EIR. Overall, the Proposed Project's aesthetics impacts would be similar to those described and previously analyzed in the 1990 Final EIR. Additionally, the Proposed Project would be consistent with Conservation Element Policy VII.A and Open Space Element Policy III.A since the Project would not be developed on hillsides or rock outcroppings. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant aesthetic impacts would be required and implemented for the Proposed Project (See Mitigation Measure 4.11.3); therefore, the findings of the 1990 Final 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?

In the 1990 Final EIR, Impact 4.11.2.2 evaluated the potential for impacts from the GVSP related to nighttime light and glare. The 1990 Final EIR noted that development permitted under the GVSP would add sources of nighttime lighting, and that nighttime light would have adverse effects on the Mount Palomar Observatory. Mitigation for this impact (Mitigation Measure 4.11.3 – Light and Glare Mitigation) was adopted and required future development within the GVSP to comply with Riverside County Ordinance 655, also known as the Mount Palomar Lighting Ordinance. This ordinance is still in effect and will continue to apply to the GVSP, including the Proposed Project.

Additionally, the City of Perris Zoning Ordinance 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).

The Project would not alter the overall scale or types of development (e.g., commercial and industrial) approved in the 1990 Final EIR. Additionally, development of the Proposed Project would not result in an increase in the overall amount of commercial or industrial development within the GVSP area approved under the 1990 Final EIR. As such, the land uses of the Proposed Project would not substantially increase the level of nighttime light or glare that would occur compared to the previously approved 1990 GVSP, since the Proposed Project would continue to comply with mitigation measures approved and required in the GVSP 1990 Final EIR (See Mitigation Measure 4.11.3). Therefore, no new significant

impacts or substantially more severe significant impacts would occur from development of the Proposed Project, and the same 1990 Final EIR mitigation measure for significant aesthetic impacts would be required and implemented as part of the Proposed Project. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the certified GVSP 1990 Final EIR and would continue to be applicable if the Proposed 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 and p. 5-23 of the GVSP MMRP [Appendix A]).

The 1990 Final EIR concluded that impacts related to the existing visual character and light and glare would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on aesthetics. No further analysis is required.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 pages 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	No	Yes	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pages 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Address/ Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:					
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 pages 4-33, 4-39 to 4-42 Impact 4.6.2.3 Forest land not addressed; criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified.	No	No	Yes	N/A

4.2.1 Discussion

Since certification of the 1990 Final EIR, the State CEQA Guidelines 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 1990 Final EIR. The Project site is currently vacant and undeveloped, with minimal and sparse vegetation, is topographically flat with minimal elevation gains, and has two existing water quality and drainage basins located along Watson Road and Ethanac Road that serve the Project site and the existing Perris Crossing Commercial center adjacent to the east. The site is actively cultivated for agriculture uses. Existing conditions onsite generally have not changed compared to the conditions described in the 1990 Final 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 (i.e., residential, commercial, industrial). The Project site is designated as Farmland of Local Importance under the California Department of Conservation Important Farmland Mapping and Monitoring Program (DOC 2016) and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The Proposed Project would allow for development of the same type of land uses (e.g., industrial and commercial) as those approved under the 1990 GVSP and would occur entirely within the same boundaries analyzed in the 1990 Final EIR. No new significant impacts or substantially more severe significant impacts would occur from development of the Proposed Project. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

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

The 1990 Final EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The 1990 Final EIR included a mitigation measure (Mitigation Measure 4.6.3.2 – Agricultural Resource Considerations) intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. With 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. The existing specific plan designations of the Project site would be maintained, as shown in Figure 2-4, "Adopted 1990 Land Use Plan". The 1990 GVSP designates Planning Areas 40 and 41 as Business and Professional and Planning Area 44 as Commercial. Within Planning Areas 40 and 41, business and office uses are principally allowed under this designation, while other uses, such as light manufacturing, mini storage, and warehouse/distribution center uses, may be allowed with a conditional use permit. Within Planning Area 44, commercial uses are principally allowed under this designation, as well as a wide variety of retail and service commercial uses including hotels and motels. Therefore, the Proposed Project would allow for development of the same types of land uses as those approved under the 1990 GVSP and, as such, would be consistent with the approved land uses of the 1990 GVSP. No lands zoned for agriculture would be converted to non-agricultural uses by the Proposed Project. Additionally, as described on page 4-40 of the 1990 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 (DOC 2016). Therefore, no impacts related to conflicts with existing agricultural zoning or Williamson Act contracts would occur from development of the Proposed Project. Because the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts related to agricultural zoning or Williamson Act contracts, the findings of the Final 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 1990 Final EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. The existing specific plan zoning of the Project site is Business and Professional (Planning Areas 40 and 41) and Commercial (Planning Area 44), which would be maintained with the Proposed Project. Within Planning Areas 40 and 41, business and office uses are principally allowed under this designation, while other uses, such as light manufacturing, mini storage, and warehouse/distribution center uses, may be allowed with a conditional use permit. Within Planning Area 44, commercial uses are principally allowed under this designation, as well as a wide variety of retail and service commercial uses including hotels and motels. As such, the Proposed Project would allow for development of the same types of land uses (e.g., industrial and commercial) as those approved under the 1990 GVSP. No lands zoned for forestry, timberland, or timberland zoned Timberland Production uses would be affected by the Proposed Project. Because the Proposed Project would not conflict with lands zoned for forestry or timberland uses, no impact would occur. No further analysis is required.

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

The 1990 Final EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. Therefore, the Proposed Project would not result in the loss or conversion of forest land and no impact would occur. No further analysis is required.

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 1990 Final EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The 1990 Final 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, development of the Proposed Project would not result in conversion of agricultural land to non-agricultural use that has not already been addressed in the 1990 Final EIR. In addition, the City of Perris adopted its Comprehensive General Plan 2030 in April 2005, in which the Land Use Element removed agriculture land use designations from all but one small parcel in the northern area of the City. No properties within the vicinity of the GVSP site, either within the City of Perris or the City of Menifee, are designated for agricultural uses. Potentially significant impacts on agricultural resources would not occur under the Proposed Project and would be less than those identified in the 1990 Final EIR. Development of the Proposed Project would not involve the conversion of farmland that was not previously evaluated in the 1990 Final EIR, and no new significant impacts or substantially more severe significant impacts would occur.

Mitigation Measures

Mitigation Measure 4.6.3.2 was included in the 1990 Final EIR to include vegetative barriers and buffers between the specific plan area and active agricultural operations to the south and west. To the south is Ethanac Road and to the west is approved development that is under construction. Additionally, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, this mitigation measure does not apply to the Proposed Project.

The 1990 Final EIR concluded that impacts related to the elimination of agricultural resources would be significant and unavoidable. The Proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or otherwise adversely affect agricultural operations. Therefore, potential impacts from the Proposed Project would be less than those identified in the 1990 Final EIR. Implementation of the Proposed Project would not result in any new or substantially more severe significant impacts on agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 1990 Final EIR	No	No	Yes	Yes
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 1990 Final EIR	No	No	Yes	Yes and mitigation has been updated, but construction and operational air quality impacts remain significant and unavoidable
c) Expose sensitive receptors to substantial pollutant concentrations?	Not analyzed.	No	No	Yes	Yes
d) Result in other emissions, such as odors, that adversely affect a substantial number of people?	Page 4-98 of the 1990 Final EIR	No	No	Yes	Yes

4.3.1 Discussion

Since the certification of the GVSP Final EIR in 1990, the California Supreme Court 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 National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (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 in California 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 the State Implementation Plan (SIP) for an air district in nonattainment for criteria air pollutants within a cumulative context. These SIPs are submitted to the California Air Resources Board (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. The U.S. Environmental Protection Agency (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., the South Coast Air Quality Management District (AQMD or 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 particulate matter (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 volatile organic compounds (VOC) and nitrogen oxides (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), VOC 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 VOC 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, VOC emissions are composed of many compounds that have different levels of reactivity leading to ozone formation. Methane, for instance, is the most common VOC 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 (APCD) 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 San Joaquin Valley APCD 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 San Joaquin Valley APCD 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 [San Joaquin Valley Air Basin] 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 an SIP, which is then submitted and reviewed by CARB and the EPA. This sentiment is corroborated in an additional brief submitted by the South Coast AQMD (SCAQMD 2015).

The South Coast AQMD 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. 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 South Coast AQMD has not developed a model nor endorsed an existing model.

As summarized above, the South Coast AQMD 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 South Coast Air Basin. 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 ambient air quality standard.

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 ambient air quality standard 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 NAAQS and CAAQS have occurred since 1990. The most recent standards are summarized below in Table 4.3-1. Notably, the 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, CARB adopted revisions to the respirable particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$) CAAQS in 2002. 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 Final EIR 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 South Coast Air Basin 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 South Coast Air Basin, where the GVSP area 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 2020, EPA 2022a.

The South Coast AQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas) throughout the district in order to provide Southern California residents with information about the air quality conditions. The Project site is located within the Perris Valley area (Source Receptor Area 24). The Perris Valley monitoring station is located approximately 3.3 miles northwest of the Project site and reports air quality statistics for ozone and PM_{10}. The Metropolitan Riverside County monitoring station which is located 21.8 miles northwest of the Project site in Source Receptor Area 23, records air quality data for carbon monoxide, nitrogen dioxide, and $PM_{2.5}$. It should be noted that data from Metropolitan Riverside County monitoring station was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.

The most recent three (3) years of data available is shown in Table 4.3-3 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for ozone, carbon monoxide, nitrogen dioxide, PM_{10}, and $PM_{2.5}$ for 2019 through 2021 was obtained from the South Coast AQMD Air Quality Data Tables (5). Additionally, data for sulfur dioxide has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure sulfur dioxide concentrations.

Table 4.3-3 Project Area Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	Year		
		2020	2021	2022
Ozone (O_3)				
Maximum Federal 1-Hour Concentration (ppm)	-	0.125	0.117	0.121
Maximum Federal 8-Hour Concentration (ppm)	-	0.106	0.094	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	34	25	17
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	74	60	37
Carbon Monoxide (CO)				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	0.9
Maximum Federal 8-Hour Concentration	> 20 ppm	0.7	0.8	0.6
Nitrogen Dioxide (NO_2)				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.044	0.037
Annual Federal Standard Design Value	-	0.007	0.007	0.007
Respirable Particulate Matter (PM_{10})				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 150 µg/m^3	77	89	91
Annual Federal Arithmetic Mean (µg/m^3)	-	35.9	21.4	19.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m^3	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m^3	6	4	1
Fine Particulate Matter ($PM_{2.5}$)				
Maximum Federal 24-Hour Concentration (µg/m^3)	> 35 µg/m^3	41.0	82.1	38.5
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.63	12.58	10.80
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m^3	4	10	1

Notes: ppm = Parts Per Million; µg/m3 = Microgram per Cubic Meter

Source: Urban Crossroads 2024a, Table 3.

Since certification of the GVSP Final EIR 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 for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630).

The National Highway Traffic Safety Administration (NHTSA) and EPA set the Corporate Average Fuel Economy Standards (CAFE) standards to improve the average fuel economy and reduce greenhouse gas (GHG) emissions generated by cars and light duty trucks. The NHTSA and EPA adopted a rule in 2019 for the current fuel efficiency standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026 by maintaining the current model year 2020 standards through 2026 (Safer Affordable Fuel-Efficient [SAFE] Vehicles Rule). The NHTSA and EPA also issued a regulation revoking California's CAA waiver, which allows California to set its own emissions standards, asserting that the waiver was preempted by federal law (SAFE Rule Part One, 84 *Federal Register* 51310, September 27, 2019). California, 22 other states, the District of Columbia, and two cities filed suit against the SAFE Rule Part One (*California et al. v. United States Department of Transportation et al.*, 1:19-cv-02826, U.S. District Court for the District of Columbia). The lawsuit requests a "permanent injunction prohibiting Defendants from implementing or relying on the Preemption Regulation," but does not stay its implementation during legal proceedings. Part One of the SAFE Vehicles Rule went into effect on November 26, 2019. However, on April 26, 2021, the EPA announced plans to reconsider Part One of the SAFE Rule as directed in Executive Order 13990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis" (discussed below). Public

comments to the Notice of Reconsideration ended on June 6, 2021, and the EPA held a public hearing on June 22, 2021 (EPA 2022b). On December 21, 2021, the NHSTA published its CAFE Preemption Rule, which finalizes its repeal of the SAFE Rule, thereby allowing states, including California, to develop and adopt its own fuel economy standards and reinstated the previous federal CAFE standards.

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). Starting January 1, 2023, the 2022 California Energy Code is in place resulting in additional energy efficiency requirements leading development towards decarbonization.

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

The following policies related to air quality from the Healthy Community Element would apply to the GVSP:

- **HC 2.6:** Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.
- **HC 6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
- **HC 6.3:** Promote measures that will be effective in reducing emissions during construction activities:
  - Perris will ensure that construction activities follow existing SCAQMD rules and regulations.
  - All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
  - Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project-by-project basis and should be specific to the pollutant for which the daily threshold is exceeded.

The following policies related to air quality from the Environmental Justice Element would apply to the GVSP:

- As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise, lighting, and traffic associated with large warehouses, making them a "good neighbor."
- Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks.

The Perris Good Neighbor Guidelines were not in place at the time of the 1990 Final EIR. The Proposed Project would be consistent with the following Perris Good Neighbor Guidelines policies related to air quality:

- 1.1. Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- 1.3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- 1.17. Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
- 1.19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- 2.1. Minimize the air quality impacts of trucks on sensitive receptors by:

  a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.

  b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.

  c) Providing ingress and egress for trucks away from sensitive receptors.

  d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.

  e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.

  f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.

  g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.

  h) Encouraging replacement of diesel fleets with new model vehicles.

  i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptors.

  j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
- 2.2. No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
- 2.3. Avoid locating exits and entries near sensitive receptors.
- 2.4. On-site speed bumps shall not be allowed, except at security/entry gates.
- 2.5. Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
- 2.6. On site motorized operational equipment shall be ZE (Zero Emissions).
- 2.7. Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.

- 2.8. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- 2.9. Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- 2.10. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- 2.11. Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- 2.12. Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- 2.13. Post signs requiring to turn off truck engines when not in use.
- 5.1. Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- 5.2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- 5.3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- 5.4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- 5.5. Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
- 5.6. Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
- 5.7. Encourage facility owners/management to coordinate an outreach program that will educate the public.
- 5.8. Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- 5.9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
- 5.11. Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.
- 6.1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- 6.2. All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.

- 6.4. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- 6.5. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
- 6.6. Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.
- 6.7. Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- 6.8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging, areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- 6.10. The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- 6.11. Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- 6.12. Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- 6.13. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.
- 7.1. In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- 7.2. Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- 7.3. Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- 7.5. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- 7.6. Require signage about CARB regulations.
- 7.7. All building roofs shall be solar-ready.
- 7.8. Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

Additionally, since the certification of the GVSP Final EIR in 1990, the South Coast AQMD, the air district that oversees regional air quality planning in the South Coast Air Basin, adopted the 2022 Air Quality Management Plan (AQMP), which includes integrated strategies and measures needed to meet the NAAQS for which the South Coast Air Basin is in nonattainment (SCAQMD 2022).

The South Coast AQMD also published the CEQA Air Quality Handbook in April 1993, making minor revisions in November 1993. The CEQA Air Quality Handbook includes daily mass emissions thresholds of significance for construction and operational emissions of criteria air pollutants. In 2006, the South Coast AQMD 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 South Coast AQMD recommendations, the GVSP would have a significant impact on air quality resources if the project would:

- generate construction emissions in exceedance of the South Coast AQMD's daily mass emissions thresholds of 75 pounds per day (lb/day) of VOC, 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 the South Coast AQMD's daily mass emissions thresholds of 55 pounds per day (lb/day) of VOC, 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;
- result in construction emissions that exceed LST levels of 270 lb/day for NO_x, 1,577 lb/day for CO, 13 lb/day for PM_{10}, and 8 lb/day for $PM_{2.5}$, operational emissions that exceed LST levels of 270 lb/day for NO_x, 1,577 lb/day for CO, 4 lb/day for PM_{10}, and 2 lb/day for $PM_{2.5}$;
- expose sensitive receptors to substantial levels of toxic air contaminants 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; or
- create an odor nuisance pursuant to South Coast AQMD Rule 402.

Since the certification of the GVSP Final EIR in 1990, new methodologies pertaining to the quantification of criteria air pollutants have been developed. The California Emissions Estimator Program (CalEEMod) Version 2021.1 was released in May 2022 and is recommended for use in quantifying criteria air pollutants and ozone precursors by the South Coast AQMD and other air districts in the state (CAPCOA 2022).

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. While construction of the Proposed Project would result in criteria pollutant emissions, the Proposed Project would result in similar land disturbance, length of construction and equipment used. Therefore, the Proposed Project emissions would not substantively differ from those previously analyzed, and thus would not result in any new or substantially more severe impacts than were previously disclosed in the EIR.

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

Consistency of the GVSP with the AQMP developed by the South Coast AQMD for the South Coast Air Basin is discussed on pages 4-97 through 4-99 of the GVSP Final 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 Final EIR 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 South Coast AQMD has adopted several newer AQMP's, the most recent of these is the 2022 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.

The consistency of new general development projects with this AQMP is also based on regional growth forecasts. The Proposed Project is consistent with the GVSP, and the land uses as analyzed in the Final EIR. Thus, the Proposed 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 Proposed Project would not conflict with or obstruct implementation of the current AQMP. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the GVSP Final 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)?

The analysis contained in this section is summarized from the Green Valley Specific Plan Air Quality & Greenhouse Gas (AQ & GHG) Comparative Analysis (Urban Crossroads 2024a).

Construction

The GVSP Final EIR evaluated short-term construction emissions of criteria air pollutants (pages 4-97 through 4-98). Based on a 10-year buildout period, the GVSP Final EIR estimated that construction of the GVSP would generate maximum emissions of reactive organic gases (ROG) (similar to VOC) 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 Final EIR, the South Coast AQMD did not have any adopted thresholds for determining the significance of construction emissions and the 1990 Final EIR 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. Nevertheless, construction mitigation was recommended for fugitive dust emissions and the 1990 Final EIR determined that construction-related impacts would be less than significant.

While construction of the Proposed Project would result in criteria pollutant emissions, construction impacts have been analyzed in the 1990 Final EIR. The generation of criteria pollutant emissions, including NO_x, would occur during construction of the uses assumed in the adopted GVSP as well as the uses associated with the Proposed Project, both of which would result in similar land disturbance, length of construction, and equipment used. However, the Proposed Project's construction emissions would not substantively differ from those previously analyzed in 1990 Final EIR, and thus would not result in any new or substantially more severe significant impacts than were previously disclosed in the 1990 Final EIR. The same mitigation measures for fugitive dust emissions proposed in the 1990 Final EIR would be required and implemented as part of the Proposed Project (See Mitigation Measure 4.9.3). In addition, since the GVSP has been approved, mitigation measures required in the previous analysis have become outdated due to advances in technology. As such, updated mitigation has been recommended to reduce construction-generated emissions. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Operation

The GVSP Final EIR evaluated long-term mobile source operational emissions of criteria air pollutants (pages 4-98 through 4-99). The GVSP Final EIR did not evaluate the combustion of natural gas, use of consumer products and landscaping equipment, and periodic application of architectural coatings as is currently recommended by the South Coast AQMD. The GVSP Final EIR 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 Final EIR, mobile source emissions associated with the GVSP was estimated to generate approximately 7.33 tons per day of CO, 0.61 tons per day of reactive organic gases (ROG), and 0.94 tons per day of NO_X. At the time the GVSP Final EIR was certified, the South Coast AQMD did not have adopted quantitative thresholds of significance and these levels of emissions were determined to be potentially significant.

However, the GVSP Final EIR reviewed the aforementioned level of mobile source emissions in the context of regional growth within the Southern California Association of Governments (SCAG) regional growth forecast for Riverside County. In that context, the GVSP Final EIR 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 in the GVSP Final EIR.

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 Final

EIR, operational emissions encompass energy and area sources in addition to mobile source emissions. In order to provide a comparison of emissions levels of the GVSP Final EIR and Proposed Project area, operational emissions were estimated for the Proposed Project.

Table 4.3-4 below summarizes the unmitigated maximum daily emissions associated with the Proposed Project and the same area in the approved GVSP. Detailed modeling assumptions can be found in Appendix B. As shown in Table 4.3-4, the Proposed Project would generate emissions of VOCs, NO_X, and CO in exceedance of the South Coast AQMD's mass emissions thresholds for operation. However, for all criteria air pollutants, when comparing emissions associated with the proposed project to emissions associated with the approved GVSP, the net difference in emissions is a net reduction. This reduction in emissions is primarily due to fewer vehicle trips generated by the Proposed Project compared to the 1990 GVSP.

Table 4.3-4 Maximum Daily Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Source	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_x (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Approved GVSP						
Summer						
Mobile	143.00	135.00	1,256.00	3.15	277.00	71.80
Area	32.20	0.38	45.00	<0.005	0.08	0.06
Energy	0.42	7.67	6.45	0.05	0.58	0.58
Total	**175.62**	**143.05**	**1,307.45**	**3.20**	**277.66**	**72.44**
Winter						
Mobile	133.00	145.00	1,053.00	2.96	277.00	71.80
Area	24.80	0	0	0	0	0
Energy	0.42	7.67	6.45	0.05	0.58	0.58
Total	**158.22**	**152.67**	**1,059.45**	**3.01**	**277.58**	**72.38**
Proposed Project						
Summer						
Mobile	74.00	57.60	509.00	1.22	104.00	27.10
Area	35.70	0.42	49.80	<0.005	0.09	0.07
Energy	0.33	5.98	5.02	0.04	0.45	0.45
Stationary Source	0.98	2.75	2.51	<0.005	0.14	0.14
Total	**111.01**	**66.75**	**566.33**	**1.26**	**104.68**	**27.76**
Net Change	***-64.61***	***-76.30***	***-741.12***	***-1.94***	***-172.98***	***-44.68***
Winter						
Mobile	69.10	61.60	439.00	1.14	104.00	27.10
Area	27.50	0	0	0	0	0
Energy	0.33	5.98	5.02	0.04	0.45	0.45
Stationary Source	0.98	2.75	2.51	<0.005	0.14	0.14
Total	**97.91**	**70.33**	**446.53**	**1.18**	**104.59**	**27.69**
Net Change	***-60.31***	***-82.34***	***-612.92***	***-1.83***	***-172.99***	***-44.69***
South Coast AQMD Local Significance Thresholds	55	55	550	150	150	55

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.

Source: Urban Crossroads 2024a, Tables 4 and 5.

The mitigation adopted with the GVSP Final EIR would continue to apply to the Proposed Project; however, as described in the GVSP Final EIR, the mitigation would not reduce impacts to a less-than-significant level and would remain significant and unavoidable. Nonetheless, the Proposed Project with mitigation comparatively under today's conditions would result in less total emissions than what was adopted in the GVSP Final EIR. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required. Since the GVSP has been approved, the City adopted the Perris Good Neighbor Guidelines to minimize air quality and health effects on sensitive receptors. Additional updated mitigation has been recommended if the Proposed Project is approved to further reduce operational emissions.

c) Expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

The GVSP Final EIR was prepared prior to the South Coast AQMD's adoption of LSTs in 2005. The LSTs were developed in consideration of the South Coast AQMD's environmental justice project for use by public agencies to determine whether a project would generate significant adverse localized air quality impacts. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site, including existing and proposed future residential development and the Perris Valley Regional Water Reclamation Facility. All distances were measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

Short-term emissions from Proposed Project construction were evaluated using the default parameters in CalEEMod. These default values generally reflect the most conservative scenario, which means that actual project emissions are expected to be equal to or less than the estimated emissions. Consistent with LST methodology, construction-related emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from onsite sources and vendor/worker trips associated with the Proposed Project were analyzed. Table 4.3-4 below summarizes the LST results for daily construction emissions. Detailed modeling assumptions can be found in Appendix B of this Addendum.

Table 4.3-5 Localized Significance Thresholds for Peak of Project Construction

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-hour	8-hour	1-hour	24 hours	24 hours
Peak Day Localized Emissions	0.05	0.02	0.03	1.90	1.06
Background Concentration[1]	0.9	0.8	0.044	-	-
Total Concentration	**0.95**	**0.82**	**0.08**	**1.90**	**1.06**
South Coast AQMD Local Significance Thresholds	20	9	0.18	2.5	2.5
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Highest concentration from the last three years of available data.
PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All other pollutants are expressed in ppm.

Source: Urban Crossroads 2024a (Table 7).

As shown in Table 4.3-5, emissions from construction of the Proposed Project would be below the LSTs established by the South Coast AQMD for NO_2, CO, PM_{10}, and $PM_{2.5}$ at modeled receptor locations. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, the Proposed Project would not result in a new or substantially more severe significant impact than was previously disclosed in the 1990 Final EIR. Therefore, this impact would be less than significant.

In addition, the Proposed Project would generate operational emissions from on-site sources (area, energy, mobile, TRUs, and on-site cargo handling equipment). Table 4.3-6 summarizes the LST results for daily on-site operational emissions. Detailed modeling assumptions can be found in Appendix B of this Addendum. As shown in Table 4.3-6, emissions from operations of the Proposed Project would be below the LST established by the South Coast AQMD for NO_X, CO, PM_{10}, and $PM_{2.5}$ at modeled receptor locations. All other modeled locations in the study area would experience a lesser concentration and consequently a lesser impact. As such, there would not be a new significant impact compared to what could have been identified in the GVSP Final EIR. Therefore, this impact would be less than significant.

Table 4.3-6 Local Significance Thresholds for Daily Operational Emissions

Peak Operations	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-hour	8-hour	1-hour	24 hours	24 hours
Peak Day Localized Emissions	5.72E-02	4.04E-02	5.09E-03	1.92	0.59
Background Concentration[1]	0.9	0.8	0.044	-	-
Total Concentration	**0.96**	**0.84**	**0.05**	**1.92**	**0.59**
South Coast AQMD Local Significance Thresholds	20	9	0.18	2.5	2.5
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Highest concentration from the last three years of available data.
PM_{10} and $PM_{2.5}$ concentrations are expressed in µg/m3. All others are expressed in ppm.

Source: Urban Crossroads 2024a (Table 8).

Roadway CO Hots Spots

The GVSP Final EIR 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. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

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

The analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD 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 South Coast AQMD's 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 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 Proposed Project-related traffic and cumulative project traffic, the highest average daily trips would be approximately 20,282 trips, which is substantially lower than the values studied by South Coast AQMD. Therefore, it can reasonably be concluded that Proposed 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 Proposed Project would yield higher CO concentrations if modeled in detail. Additionally, the proposed project would result in approximately 17,149 fewer trips per day than the currently approved land uses in the GVSP 1990 Final EIR. Thus, the Proposed Project would not result in CO hot spots and therefore would not result in any new significant impacts or substantially more severe significant impacts. Accordingly, the findings of the GVSP Final EIR remain valid, and no further analysis is required.

Toxic Air Contaminants

The GVSP Final EIR did not evaluate potential toxic air contaminant emissions associated with the GVSP; therefore, potential exposure of sensitive receptors to substantial toxic air contaminant concentrations is evaluated in this addendum. The analysis contained in this section is summarized from the Green Valley Specific Plan Mobile Source Health Risk Assessment (Urban Crossroads 2024b). The Mobile Source Health Risk Assessment is provided as Appendix C of this Addendum.

The Proposed Project could expose sensitive receptors and adjacent workers associated with the Proposed Project to toxic air contaminants, including diesel particulate matter from heavy-duty diesel trucks traveling to and from the Project site as well as onsite emergency backup generators/fire pumps. Table 4.3-7 summarizes the health risks. As shown in the table, the Proposed Project would not expose sensitive receptors to toxic air contaminants in excess of established health-based cancer and non-cancer hazard index thresholds.

Table 4.3-7 Summary of Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	1.23	10	No
25 Year Exposure	Maximum Exposed Worker Receptor	0.12	10	No
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor	<0.01	1.0	No
Annual Average	Maximum Exposed Worker Receptor	<0.01	1.0	No

Source: Urban Crossroads 2024b (Table ES-1).

At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project operational-source diesel particulate matter emissions is estimated at 1.23 in one million, which is less than the South Coast AQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. This location represents the nearest receptor to the Project site, and due to its proximity as well as meteorological conditions in the vicinity of the Project site it would experience the highest concentrations of diesel particulate matter, and thus the highest risk. As such, the Proposed Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project operational activity. All other receptors would experience less risk than what is identified for this location.

At the maximally exposed individual worker, the maximum incremental cancer risk impact is estimated at 0.12 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this

same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the maximally exposed individual worker analyzed herein, and diesel particulate matter dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual worker identified herein. As such, the Proposed Project would not cause a significant human health or cancer risk to adjacent workers.

Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a particular source.

The 1,000-foot evaluation distance is supported by research-based findings concerning toxic air contaminant emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

For purposes of this assessment, a one-quarter mile radius or 1,320 feet geographic scope is utilized for determining potential impacts on nearby schools. This radius is more robust, and therefore provides a more health protective scenario for evaluation, than the 1,000-foot impact radius identified above.

The nearest school is Romoland Elementary School, which is located approximately 5,600 feet (1 mile) east of the Project site. Because there are no schools located within 0.25 mile of the Project site and because there is no reasonable potential that toxic air contaminant emissions would cause significant health impacts at distances of more than 0.25 mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Proposed Project.

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

The GVSP Final EIR 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. 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 nature of construction activities within specific locations in the Proposed Project Area and that the prevailing wind direction is from the south which would likely keep odor emissions away from adjacent existing land uses, the Proposed Project construction is not anticipated to result in an odor-related impact.

Operation of the Proposed Project would not generate substantial objectionable odors. The Proposed Project would contain uses that are common in the surrounding urbanized area (e.g., commercial districts). Therefore, the implementation of the Proposed 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 adopted with the certified GVSP Final EIR and would continue to be applicable if the Proposed Project is approved.

- **Mitigation Measure 4.9.3 (Fugitive Dust):** Implement fugitive dust control measures during construction as required by SCAQMD Rules 402 and 403 (see Mitigation Measures on pages 4-100 and 4-101 of the GVSP Final EIR and pages 5-18 and 5-19 of the MMRP [Appendix A]).
- **Mitigation Measure 4.9.3 (Mobile Sources):** Implement transportation control measures (see Mitigation Measures on pages 4-100 and 4-101 of the GVSP Final EIR and pages 5-18 and 5-19 of the MMRP [Appendix A]).

Additionally, the Proposed Project would comply with the Perris Good Neighbor Guidelines to minimize air quality and health effects. The Perris Good Neighbor Guidelines were not in effect at the time of certification of the GVSP Final EIR; therefore, the following updated mitigation measures shall be implemented if the Proposed Project is approved:

Construction Mitigation Measures

Mitigation Measure AQ-1: Tier 4 Standards.

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. If Tier 4 equipment is not available within 50 miles of the Project site, Tier 3 or cleaner off road construction equipment may be utilized. Proof of compliance shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

Mitigation Measure AQ-2: Electrification of 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 Planning Division, in consultation with the construction team, prior to issuance of grading permits.

Mitigation Measure AQ-3: Maintain Equipment.

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. 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 Idling Time.

All project contractors shall minimize vehicle and truck idling time during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

Operational Mitigation Measures

Mitigation Measure AQ-5: Truck Idling Best Practices.

Signs shall be placed at truck access gates, loading docks, and truck parking areas of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. Prior to the issuance of occupancy permits, the City of Perris Building Division shall conduct site inspections to ensure that the signs are in place.

Mitigation Measure AQ-6: Electric Yard Equipment.

Tenants in the industrial portions of the Project shall utilize only electric, or non-diesel alternative technology, for service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment that would operate exterior to the building, where feasible. Compliance with this measure shall be subject to periodic inspections by the City of Perris Code Enforcement.

Mitigation Measure AQ-7: Employee Commute Reduction.

Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:

- Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.

- Create and maintain a "commuter club" to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.
- Inform employees of public transit and commuting services available to them (e.g., social media, signage).
- Provide on-site transit pass sales and discounted transit passes.
- Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted.
- Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program.

Conclusion

Implementation of Mitigation Measure 4.9.3 from the 1990 Final EIR would ensure that construction emissions remain at a less-than-significant level as disclosed in the GVSP Final EIR. Additionally, Mitigation Measures AQ-1 through AQ-4, which provide updates the 1990 Final EIR mitigation measures for construction emissions, would further reduce construction emissions in accordance with the Perris Good Neighbor Guidelines. Operation of the Proposed Project would generate emissions of VOC, NO_X, and CO in exceedance of the South Coast AQMD's mass emissions thresholds for operation and would therefore continue to be significant and unavoidable. Mitigation Measures AQ-5 through AQ-7, which provide updates the 1990 Final EIR mitigation measures for operational emissions, would further reduce operational emissions in accordance with the Perris Good Neighbor Guidelines, but not to less than significant levels. However, for all criteria air pollutants, when comparing emissions associated with the proposed project to emissions associated with the approved project, the net difference in emissions is a net reduction. Therefore, the findings of the GVSP Final EIR remain valid and no further analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 pages 4-20 to 4-27 Impacts pages 4-27 to 4-29	No	No	Yes	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 pages 4-20 to 4-27 Impacts pages 4-27 to 4-29	No	No	Yes	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 pages 4-27 to 4-29	No	No	Yes	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 pages 4-28	No	No	Yes	Yes

	Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Address/ Resolve Impacts?
4.	Biological Resources. Would the project:					
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 pages 4-28 to 4-29	No	No	Yes	N/A
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	Yes	N/A

4.4.1 Discussion

The City of Perris Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time the 1990 GVSP Final EIR was certified. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project and contains two policies in the Conservation Element (approved July 2005) for the protection of biological resources.

- 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 adopted in 2003, was also not in place at the time of the 1990 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." The criteria describe a set of standards for evaluating targeted lands and determining if they meet the criteria for acquisition and incorporation into the MSHCP Reserve within the Criteria Cell.

The Project site is located within the area subject to the Mead Valley Area Plan of the MSHCP but is outside of Subunit 4 (Figure 3-3 Area Plans and Subunits; Section 3.3, Volume 1; Western Riverside County 2003). An Area Plan Subunit is a segment of an Area Plan that has certain biological issues and considerations (Section 3.3, Volume 1; West Riverside County 2003). The Western Riverside County Regional Conservation Authority (RCA) was formed in 2004 to help achieve the goals of the MSHCP. The Project site is not located within or adjacent to an MSHCP Criteria Area, Cell Group, or Linkage Area.

Cadre Environmental (Cadre) prepared the Western Riverside County MSHCP Biological Resources Compliance Analysis (MSCHP Compliance Analysis) for the Proposed Project to document the existing biological resources, identify general vegetation types, and assess the potential biological and regulatory requirements associated with the proposed development to ensure compliance with the Western Riverside County MSHCP and CEQA. The MSCHP Compliance Analysis incorporates the findings of an extensive literature review, compilation of existing documentation, field reconnaissance and focused surveys conducted throughout the winter of 2022 and summer of

2023. The report is consistent with accepted scientific and technical standards as well as the requirements of the US Fish and Wildlife Service and the California Department of Fish and Wildlife (CDFW).

According to the MSCHP Compliance Analysis, the Project site is not within a predetermined Survey Area for criteria area or narrow endemic plant species, amphibians, or mammals. However, the Project site is entirely within a predetermined Survey Area for burrowing owl. Cadre completed field surveys on October 7, 2022, that included complete coverage of the Project site, with a particular focus on sensitive resources or those habitats potentially supporting sensitive flora or fauna that would be essential to efficiently implementing the terms and conditions of the Western Riverside County MSHCP, including features potentially subject to MSHCP 6.1.2 jurisdiction.

A new species search was conducted to determine if any additional species should be analyzed since the certification of the 1990 Final EIR. The new species search was conducted through queries of the California Natural Diversity Database, the California Native Plant Society's Inventory of Rare and Endangered Plants of California, and the U.S. Fish and Wildlife Service Information for Planning and Consultation search as part of the MSCHP Compliance Analysis. The results of these searches and the probabilities of these species occurring within the Project area are provided in Tables 1 and 2 in Appendix A of the MSCHP Compliance Analysis (Cadre Environmental 2024).

The following discussion summarizes biological information from the MSHCP Compliance Analysis (Cadre 2024) and compares this information to the analysis presented in the 1990 Final EIR.

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 1990 Final EIR evaluated the impact of the GVSP on two special-status plant species and five special-status animal species that have the potential to occur within the GVSP area (pages 4-27 to 4-29 of the 1990 Final EIR).

The MSHCP Compliance Analysis for the Proposed Project (see Appendix D of this Addendum) included a query of the California Natural Diversity Database and California Native Plant Society's Inventory of Rare and Endangered Plants of California for the Romoland and nine adjacent USGS 7.5' quadrangles, as well as a literature review, review of the MSHCP, and field surveys (Cadre Environmental 2024). The probability of these species occurring within the Proposed Project area, as well as their common and scientific names are presented in Tables 1 and 2 in Appendix A of the MSHCP Compliance Analysis. Additionally, Cadre Environmental completed field surveys on October 7, 2022, that included complete coverage of the Project site, with a particular focus on sensitive resources or those habitats potentially supporting sensitive flora or fauna that would be essential to efficiently implementing the terms and conditions of the MSHCP, including features potentially subject to MSHCP 6.1.2 jurisdiction. General wildlife species documented on site include but are not limited to red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), American kestrel (*Falco sparverius*), northern mockingbird (*Mimus polyglottos*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), Cassin's kingbird (*Tyrannus vociferans*), western meadowlark (*Sturnella neglecta*), western bluebird (*Sialia mexicana*), northern rough-winged swallow (*Stelgidopteryx serripennis*), cliff swallow (*Petrochelidon pyrrhonota*), American crow (*Corvus brachyrhynchos*), white crowned sparrow (*Zonotrichia leucophrys*), song sparrow (*Melospiza melodia*), yellow rumped warbler (*Setophaga coronata*), warbling vireo (*Vireo gilvus*), red-winged black bird (*Agelaius phoeniceus*), European starling (*Sturnus vulgaris*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), desert cottontail rabbit (*Sylvilagus audubonii*), and California ground squirrel (*Otospermophilus beecheyi*).

Crotch bumble bee (*Bombus crotchii*), along with three other bumble bee species, was designated as a candidate for listing as endangered under the California Endangered Species Act by the California Fish and Game Commission on June 12, 2019. A November 13, 2020, court decision by the Superior Court of Sacramento ruled that insects are not eligible for listing under the California Endangered Species Act and vacated the candidacy of bumble bee species. CDFW appealed this decision, and on May 31, 2022, the Third District Court of Appeal in Sacramento ruled that insects are eligible for listing under the California Endangered Species Act, and the candidacy of bumble bee species under the California Endangered Species Act has been reinstated.

In June 2023, the CDFW released *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species*, which included survey and mitigation guidance for the four candidate species, as well as updated current range maps for each species (CDFW 2023). Crotch bumble bee has recently undergone declines in abundance and distribution and is no longer present across much of their historic range. However, the current range of the species includes western Riverside County, including the Project site (CDFW 2023).

There are four documented occurrences of Crotch bumble bee within a 5-mile radius of the Project site, three of which were recorded in 1946, 1973, and 1975 (CNDDB 2023). A more recent documented occurrence was recorded in 2020 and was located 4.5 miles northwest of the Project site at Motte Rimrock Reserve (CNDDB 2023). The Motte Rimrock Reserve contains Riversidean sage scrub, coastal-desert transitional grassland, and willow riparian thicket habitat. There are also two recent observations of Crotch bumble bee within approximately 15 miles of the Project site from the Bumble Bee Watch database; one within Lake Skinner Recreation Area and one within an open space area northeast of the Project area (Bumble Bee Watch 2023). Both of these areas contain relatively undisturbed natural habitat.

While the Project site contains disturbed ruderal grassland habitat with some floral resources that could be utilized by bumble bees, this community is very disturbed and aerial photographs and the MSHCP Compliance Analysis show the Project site is mowed or leveled on a regular basis. The Project site is also surrounded by commercial development, the Perris Valley Regional Water Reclamation Facility, and mowed agricultural fields and has little connectivity with other natural grassland habitat. Viable bumble bee populations typically require approximately 750-2,500 acres of suitable habitat, which is much larger than the Project Area (Xerces 2018). Therefore, the species is unlikely to occur on the Project site.

According to the MSCHP Compliance Analysis, the Project site is not within a predetermined Survey Area for MSHCP criteria area or narrow endemic plant species listed as federally and/or state listed threatened or endangered; therefore, no surveys are required for these target species. Additionally, no federal or state listed plant species not covered by the MSHCP are expected to occur onsite, as outlined in Table 1 in Appendix A of the MSHCP Compliance Analysis. Similarly, the Project site is not within a predetermined Survey Area for MSHCP amphibians or mammal species listed as federally and/or state listed threatened or endangered; therefore, no surveys are required for these species. Additionally, no federal or state listed amphibian or mammal species not covered by the MSHCP are expected to occur onsite, as outlined in Table 2 in Appendix A of the MSHCP Compliance Analysis. Accordingly, no impacts on special-status plants, amphibians, or mammals would occur from the Proposed Project beyond those disclosed in the 1990 Final EIR.

However, the GVSP area, including the Project site, is entirely within a predetermined survey area for burrowing owl (*Athene cunicularia*) per the MSHCP. In predetermined burrowing owl survey areas, the MSHCP requires habitat assessments 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. Suitable burrowing owl burrows larger than 4 inches in diameter and foraging habitat were documented within and adjacent to the Project site. Focused MSHCP burrowing owl surveys were conducted during the spring of 2023 to determine the presence/absence and status of the species within and adjacent to the Project site. No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project site during the 2023 survey effort (Cadre 2024). Although the surveys of the Project area did not find evidence of burrowing owls, in compliance with the MSHCP, a preconstruction burrowing owl survey would be required within 30 days prior to the commencement of construction. To ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP, Mitigation Measure BIO-1 is proposed to further minimize impacts to sensitive species (see Impact 4.4.2 on pages 4-27 and 4-28 in the Final EIR) and would require pre-construction surveys for burrowing owl, and exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. The implementation of Mitigation Measure BIO-1 would ensure that potential impacts on burrowing owl would be less than significant.

Additionally, the Project site falls within the Stephens' kangaroo rat (SKR; *Dipodomys stephensi*) Fee Area outlined in the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Riverside County. The Project applicant would be

required to pay the fees pursuant to County Ordinance 663.10 for the Stephens' Kangaroo Rat Habitat Conservation Plan Fee Assessment Area as established and implemented by the County of Riverside (COA-2 SKR Mitigation Fee).

Western spadefoot (*Spea hammondii*) is a CDFW species of special concern, and a covered species under the MSHCP. This species can be found in temporary pools and road ruts (i.e., disturbed areas). There are several documented occurrences of this species less than 2 miles from the Project site, which were found in temporary pools and human-made ponds (CNDDB 2023). Additionally, surveys of some temporary pools on the Project site, as described in the MSHCP Compliance Analysis, resulted in detection of non-special-status fairy shrimp, indicating that these pools may provide the habitat requirements preferred by western spadefoot toads as well (e.g., sufficient hydroperiod). Therefore, western spadefoot toads may be present in temporary pools or ruts within the Project site. To ensure protection of western spadefoot toads and compliance with the MSHCP, Mitigation Measure BIO-2 is proposed to further minimize impacts to sensitive species (see Impact 4.4.2 on pages 4-27 and 4-28 in the 1990 Final EIR) and requires the payment of MSHCP Local Development Mitigation Fees as well as compliance with other MSHCP requirements.

Potential foraging and/or breeding habitat for four MSHCP covered avian species was detected onsite including Cooper's hawk (*Accipiter cooperii*), California horned lark (*Eremophila alpestris*), white-tailed kite (*Elanus leucurus*), and loggerhead shrike (*Lanius ludovicianus*), as outlined in Table 2 in Appendix A of the MSHCP Compliance Analysis. Permanent impacts on 60 acres of vegetation communities representing suitable habitat for MSHCP covered avian species (see Impact 4.4.2 on pages 4-27 and 4-28 in the Final EIR) would be reduced with the required payment of MSHCP Local Development Mitigation Fees as well as compliance with other MSHCP requirements. Five categories of the fee are defined and include: Residential, density less than 8.0 dwelling units per acre $4,236 per dwelling unit; Residential, density between 8.1 and 14.0 dwelling units per acre $1,766 per dwelling unit; Residential, density greater than 14.1 dwelling units per acre $781 per dwelling unit; Commercial development $19,066 per acre; and Industrial development $19,066 per acre. Impacts to raptor foraging habitat were determined to be significant and unavoidable in the GVSP Final EIR; with this mitigation, potential impacts would be reduced to a less than significant level.

Furthermore, no habitat (riparian forest or woodlands) suitable for the southwestern willow flycatcher or western yellow-billed cuckoo was documented within or adjacent to the Project site. Low quality habitat (riparian scrub) for the least Bell's vireo was documented within the northern and southern detention basins. Therefore, focused surveys were conducted by Cadre Environmental during the spring of 2023. No breeding or transitory least Bell's vireo were documented onsite during the focused surveys conducted during the spring of 2023 (Cadre Environmental 2024).

Mountain plover is a CDFW species of special concern, and a covered species under the MSHCP. This species nests in high-elevation grasslands east of California but overwinters in California within chenopod scrub and valley and foothill grassland habitats, most frequently where vegetation is short (i.e., less than 3 inches) and cover is less than 65 percent (Hunting et al. 2001). Mountain plovers can be found in short grasslands, freshly plowed fields, newly sprouting grain fields, and sometimes sod farms, especially fallow, grazed, or burned sites (Hunting et al. 2001). In western Riverside County, mountain plovers have been recorded recently in diminishing numbers and are threatened by continued development (Hunting and Edson 2008). The Project site contains overwintering habitat potentially suitable for this species within freshly plowed field, disturbed ruderal grassland, and bare ground habitat with flat topography, and rodent burrows. However, Proposed Project construction activities, including grading and vegetation removal, are not expected to result in direct impacts on mountain plovers, which would flee due to the presence of personnel and equipment, and the loss of this habitat is not expected to result in a significant adverse effect on the species, because grain field and plowed field habitat suitable for the species is abundant elsewhere in the region surrounding the Project site and no mortality of mountain plovers or loss of reproduction would occur. Therefore, this potential impact would be less than significant.

The 1990 Final EIR concluded that impacts on raptor foraging habitat would be significant and unavoidable due to the loss of a windrow of Eucalyptus trees along Murrieta Road. Based on a review of aerial imagery, the Eucalyptus trees discussed in the 1990 Final EIR were removed sometime after August 2018 and before December 2018 (Google 2022). However, the MSCHP Compliance Analysis determined that the onsite vegetation communities provide potential nesting habitat for common and MSHCP covered sensitive bird and raptor species. Therefore, construction

of the Proposed Project would have the potential to result in direct and indirect impacts on nesting birds and raptors. Potential impacts on nesting birds and raptors would be avoided by Mitigation Measure BIO-2 (see Impact 4.4.2 on pages 4-27 and 4-28 in the 1990 Final EIR) and to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513.

Based on the discussion above, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on special-status species; therefore, the findings of the 1990 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 MSHCP Compliance Analysis (Cadre Environmental 2024) similarly determined that there is no riparian scrub, forest, woodland habitat, as defined in MSHCP Section 6.1.2, located within the portions of the Project site proposed for development. There are two detention basins located onsite that are dominated by riparian scrub species including Goodling's willow (*Salix gooddingii*), arroyo willow (*Salix lasiolepis*), and Mediterranean tamarisk (*Tamarisk ramosissima*); however, the Proposed Project would not modify either of these detention basins. Additionally, no riparian or riverine resources as defined in MSHCP Section 6.1.2 are located within the Project site. The Project site is composed entirely of field cropland, non-native grassland, and disturbed land cover types. Thus, the Proposed Project would not affect riparian habitat or any other sensitive natural community. The Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on riparian habitat or other sensitive natural communities; therefore, the findings of the 1990 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 1990 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. Mitigation Measure 4.4.8.3 of the 1990 Final EIR notes that permit requirements may be established by the US Army Corps of Engineers for construction that affects wetlands, and that the conditions will become enforceable upon issuance of the permit from the Army Corps of Engineers.

The western portion of the evacuation channel and Line A Channel are likely jurisdictional waters by the Army Corps of Engineers, the CDFW, and/or the Regional Water Quality Control Board (RWQCB) that run through the GVSP area but were analyzed under separate approvals. Phase 1 of the construction of the Evacuation Channel located in the upland portion of Planning Area 54 was recently completed and construction of Phase 2 of the Evacuation Channel is currently underway. 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 Proposed Project does not propose any development or other work in these channels.

A total of sixty-six (66) seasonal depressions and/or seasonally inundated road ruts representing potential habitat for fairy shrimp were delineated within the Project site by WSP USA Environment & Infrastructure, Inc. (Cadre Environmental 2024). The features were surveyed for sensitive fairy shrimp during the summer of 2023 (dry season) and winter/spring of 2022-2023 (wet season). With the exception of two seasonal depressions, the remaining features were either devoid of vegetation or dominated by non-native ruderal species. The two seasonal depressions located in the northern region of the Project site were characterized as having both native and non-native plant species. Species documented within the two (2) depressions include alkali plagiobothrys (*Plagiobothrys leptocladus*), slender goldfields *(Lasthenia gracilis*), hyssop loosestrife (*Lythrum hyssopifolia*), purslane speedweed (*Veronica peregrina* subsp. *xalapensis*), toad rush (*Juncus bufonius*), canary grass (*Phalaris canariensis*), salt grass (*Distichlis spicata*), alkali

mallow (*Malvella leprosa*), salt heliotrope (*Heliotropium curassavicum*), cocklebur (*Xanthium strumarium*), common knotweed (*Polygonum arenastrum*) and curly dock (Rumex crispus). Additionally, the common versatile fairy shrimp (*Branchinecta lindahli*) was documented within the Project site. No federally listed species including the vernal pool fairy shrimp (*Branchinecta lynchi*) or Riverside fairy shrimp (*Streptocephalus woottoni*) were detected during the wet or dry season sampling efforts (Cadre Environmental 2024). The depressions were characterized as non-vernal pool/non-wetland resources by WSP USA Environment & Infrastructure, Inc. (Cadre Environmental 2024). As the permittee under the MSHCP, the City of Perris shall ensure that the Project applicant participates in the MSHCP and implements all applicable requirements for fairy shrimp avoidance and minimization required by the MSHCP (Section 6.1.2 of the MSHCP; Western Riverside County 2003).

Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on state or federally protected wetlands. Accordingly, the findings of the 1990 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. The Project site is approximately 1.1 miles southeast of the San Jacinto River channel. The Project Site is not located within or adjacent to an MSHCP designated core, extension of existing core, noncontiguous habitat block, constrained linkage, or linkage area. Although the Project Site is bordered along the western boundary by undeveloped agricultural lands, the southern and eastern boundaries are located adjacent to high traffic roads, State Route 215, and commercial development, which restrict potential movement of wildlife between the Project site and open space habitats located east of State Route 215. The northern Project site boundary is located adjacent to the Perris Valley Regional Water Reclamation Facility, which is surrounded by a security fence. No refugia or natural movement routes are located within or adjacent to the Project site. As such, the Project site does not represent a regional wildlife movement corridor. Additionally, due to the disturbed nature of the Project site and greater GVSP area, it is unlikely that the Project site would support a significant wildlife nursery site. However, the MSCHP Compliance Analysis determined that the onsite vegetation communities provide potential nesting habitat for common and MSHCP covered sensitive bird and raptor species. Therefore, construction of the Proposed Project would have the potential to result in direct and indirect impacts on nesting birds and raptors. Potential impacts on nesting birds and raptors would be avoided by Mitigation Measure BIO-2 and to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3513.

Therefore, the Proposed Project would not result in new significant impacts or substantially more severe significant impacts. The findings of the 1990 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 1990 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, trees regulated by the City of Perris Urban Forestry Establishment and Care Ordinance (Section 19.71) were documented onsite as part of the MSHCP Compliance Analysis (Cadre Environmental 2024). Therefore, there is no potential for construction of the Proposed Project to adversely affect protected trees within the Project site or conflict with the local tree preservation policy or ordinance. Accordingly, the Proposed Project would not result in new significant impacts or substantially more severe significant impacts. The findings of the 1990 Final 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 adopted in 2003, 13 years after certification of the 1990 Final EIR. The Proposed Project would participate in the MSHCP. The Project site is located within the Mead Valley Area Plan of the MSHCP. The GVSP area, including the Project site, is located within the MSHCP predetermined burrowing owl survey area as discussed in question a) above. In compliance with the MSHCP, the implementation of Mitigation Measure BIO-1 requires preconstruction surveys for burrowing owl, and the exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. Following submittal, review, and approval of the burrowing owl preconstruction survey report by the City of Perris and compliance with all species-specific conservation goals, if detected, the Proposed Project would comply with MSHCP Section 6.3.2.

Additionally, potential foraging and/or breeding habitat for four MSHCP covered avian species was detected onsite including Cooper's hawk, California horned lark, white-tailed kite, and loggerhead shrike, as outlined in Table 2 in Appendix A of the MSHCP Compliance Analysis. Permanent impacts on 60 acres of vegetation communities representing suitable habitat for MSHCP covered avian species would be reduced to a less than significant level with the required payment of MSHCP Local Development Mitigation Fees as well as compliance with other MSHCP requirements.

Furthermore, it was determined during surveys for the MSHCP Compliance Analysis (Cadre Environmental 2024) that the Project site does not contain any riparian/riverine areas pursuant to Section 6.1.2 of the MSHCP; however, seasonal depressions and/or seasonally inundated road ruts representing potential habitat for fairy shrimp were identified on the Project site. The depressions were characterized as non-vernal pool/non-wetland resources. The common versatile fairy shrimp (*Branchinecta lindahli*) was documented within the Project site. No federally listed species including the vernal pool fairy shrimp (*Branchinecta lynchi*) or Riverside fairy shrimp (*Streptocephalus woottoni*) were detected during the wet or dry season sampling efforts (Cadre Environmental 2024). As the permittee under the MSHCP, the City of Perris shall ensure that the Project applicant participates in the MSHCP and implements all applicable requirements for fairy shrimp avoidance and minimization required by the MSHCP (Section 6.1.2 of the MSHCP; Western Riverside County 2003).

As discussed above, the 2030 General Plan includes policies for the protection of biological resources that apply to the Proposed Project that were not in place at the time of the 1990 Final EIR. Mitigation Measure BIO-1 for burrowing owls would ensure that the Proposed Project would be in compliance with Section 6.3.2 of the MSHCP. As such, there are no elements of the Proposed Project that would conflict with applicable policies of the 2030 General Plan or MSHCP and, therefore, no significant impact would occur. Accordingly, the Proposed Project would not result in new significant impacts or substantially more severe significant impacts. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The 1990 Final EIR included mitigation related to impacts on the San Jacinto River, Stephens' kangaroo rat, and crownscale (see Mitigation Measure 4.4.3 on pages 4-28 and 4-29 of the GVSP Final EIR). The Proposed Project would not result in impacts on the San Jacinto River and is not expected to result in impacts on crownscale. However, the following mitigation measures are updates to what was approved in the 1990 Final EIR to address current site and regulatory conditions.

Mitigation Measure BIO-1: Conduct Preconstruction Burrowing Owl Survey.

The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey (Mitigation Measure BIO-2), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground

disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project applicant shall coordinate with the City of Perris Planning Department, the US Fish and Wildlife Service, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the US Fish and Wildlife Service prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and US Fish and Wildlife Service review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the US Fish and Wildlife Service within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

Mitigation Measure BIO-2: Avoid Nesting Season or Conduct Preconstruction Nesting Bird and Raptor Surveys.

In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, then construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, then the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.

Conclusion

Biological surveys of the site have been conducted since certification of the 1990 Final EIR that have detected additional special-status species in and adjacent to the Project site. The 1990 Final EIR included mitigation related to impacts on the San Jacinto River, Stephens' kangaroo rat, and crownscale (see Mitigation Measure 4.4.3 on pages 4-28 and 4-29 of the GVSP Final EIR). The Proposed Project would not result in impacts on the San Jacinto River and is not expected to result in impacts on crownscale. Potential impacts on Stephens' kangaroo rat would be mitigated through the payment of fees pursuant to County Ordinance 663.10 for the SKR HCP Fee Assessment Area, as established and implemented by the County of Riverside, which is consistent with the 1990 Final EIR. With required participation in the MSHCP and implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not result in any new significant or substantially more severe significant impacts on biological resources. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 pursuant to §15064.5?	Setting pages 4-30 to 4-31 Impact 4.5.2	No	No	Yes	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pages 4-30 to 4-31 Impact 4.5.2	No	No	Yes	Yes, mitigation has been updated
c) Disturb any human remains, including those interred outside the formal cemeteries?	Setting pages 4-30 to 4-31 Impact 4.5.2	No	No	Yes	Yes, mitigation has been updated

4.5.1 Discussion

Since approval of the GVSP in 1990, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). 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 significant historical, archaeological and paleontological 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]). As this addendum will not result in an additional certification, 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 Resources Study Update was prepared for the Project site (BFSA Environmental Services, 2024 [Appendix E). The scope of work for the Cultural Resources Study Update included a review of the 2005 L&L Environmental Inc. (L&L) study; a review of updated records search data regarding recorded archaeological sites and cultural resources studies within 0.5 mile of the property; a pedestrian survey of the property to search for any potential cultural resources that have previously not been identified; and preparation of the Cultural Resources Study Update to present recommendations regarding the potential impact the Proposed Project may have upon any cultural resources.

Previous L&L Environmental Study

A records search conducted by the Eastern Information Center at the University of California, Riverside, at the time of the 2005 L&L study did not identify any previously recorded resources within the Proposed Project area. The property had been surveyed in 1976 as part of a larger study area for the Eastern Municipal Water District, and no cultural resources were identified. L&L also did not identify any cultural resources during a site visit in 2005 and based on the findings from the Eastern Information Center records search and survey, L&L recommended that no further archaeological study of the property was required.

Updated Records Search Review

Utilizing data on file with the Eastern Information Center, BFSA conducted an updated archaeological records search for the Proposed Project in 2023 that covered 0.5-mile radius from the Project site boundaries. The updated search identified the 1976 survey and the L&L study, in addition to another study conducted by Cogstone Resource Management Inc (Cogstone). Based on maps provided, no part of the Proposed Project was included in the survey conducted by Cogstone. BFSA's updated search results confirm that the Project site has been studied previously and no resources have been identified within it (BFSA Environmental Services 2024).

Results of Field Review

A field review of the current existing conditions of the Project site was conducted on May 23, 2023. The survey results were consistent with previous studies of the Project site, as no evidence of cultural resources was identified within the Proposed Project boundaries of the Project site.

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

The cultural resources analysis in the GVSP 1990 Final 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 1990 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 less than significant.

As described above, a Cultural Resources Study Update (BFSA Environmental Services 2024) was conducted for the Project site. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded within the Project site and none were discovered during the pedestrian survey. Therefore, the Proposed Project site is not considered a significant historical resource under CEQA. The Proposed Project would not disturb any land or features not previously analyzed in the 1990 Final EIR, which determined that impacts would be less than significant with implementation of mitigation. However, the mitigation from the GVSP 1990 Final EIR is not applicable to the Proposed Project because neither the records search nor the pedestrian survey identified historical resources (built features) within the Project site. Overall, impacts to historic resources would be less than those under the GVSP 1990 Final EIR. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the GVSP 1990 Final EIR and Proposed Project Addendum remain valid.

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

The GVSP 1990 Final EIR concluded that there were no prehistoric or historic-period archaeological resources within the GVSP site. The GVSP 1990 Final EIR included mitigation measures that would protect any previously unknown archaeological resources that might be inadvertently discovered during construction activities. Based on three previous studies, an updated records search, and a pedestrian survey, the research conducted for BFSA's Cultural Resources Study Update revealed that no archaeological resources have been identified within the Project site area. The Cultural Resources Study Update confirmed the low likelihood of archaeological resources to be present or disturbed by the Proposed Project and that no further archaeological studies are recommended. The Proposed Project would not disturb any land or features not previously analyzed in the 1990 Final EIR. Overall, potential impacts to archaeological resources would be similar to those described in the GVSP Final EIR, which determined that impacts would be less than significant with the implementation of mitigation (Mitigation Measure 4.5.3). Potential impacts to archaeological resources would now be reduced to less-than-significant levels with implementation of Mitigation Measure CUL-1 which reflects current City practice. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the GVSP 1990 Final EIR remain valid, and no further analysis is required.

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

The GVSP 1990 Final EIR did not evaluate the potential for human remains to be discovered within the GVSP area. However, as discussed in the Phase I Environmental Site Assessment (Hillman Consulting, LLC, 2022) and included in Appendix F to this Addendum, the Project 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 Resources Study Update prepared for the Proposed Project (BFSA 2024) also did not identify any known burials within the Project site or GVSP area. Therefore, the Proposed 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 Proposed Project construction activities. The Proposed Project would not change the amount or location of land that would be disturbed under the approved GVSP. Additionally, no new information regarding human remains has been identified requiring new analysis or verification since certification of the 1990 Final EIR. Should any unexpected human remains be identified, the Coroner will be contacted, and they will be 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 is addressed in Mitigation Measure CUL-2. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the certified 1990 Final EIR and would continue to remain applicable if the Proposed Project is approved. Specifically, the 1990 Final EIR included mitigation related to impacts associated with the potential discovery of cultural resources (see Mitigation Measure 4.5.3 on pages 4-31 and 4-32 of the GVSP Final EIR). The following mitigation measures are updates to what was approved in the 1990 Final EIR to address current City practice.

Mitigation Measure CUL-1: Archaeological Resource Monitoring.

Prior to the issuance of grading permits, the Project applicant 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 the subject site and any off-site Project-related improvement areas 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 or within the off-site Project improvement areas 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 shall 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, the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resources as deemed possible. The designated 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 tribe.

If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken 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 MM CUL-2 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 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 Native American 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 and the tribe(s) involved with the Project.

Mitigation Measure CUL-2: Discovery of Human Remains.

In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative(s) shall immediately stop all activities within 100 feet of the find. The Project Applicant 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 of any Luiseño tribal representative(s) at the site, the NAHC identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the Native American human remains and may recommend to the Project Applicant 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 Applicant and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

Conclusion

Mitigation Measures CUL-1 and CUL-2 would protect archaeological resources and human remains that may be discovered during Project development. The conclusions of the 1990 GVSP Final EIR remain valid, and implementation of the Proposed Project would not result in any new or substantially more severe significant impacts on cultural resources. No further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A
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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A

4.6.1 Discussion

Since certification of the GVSP Final EIR 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 Final EIR was prepared and certified, energy efficiency related impacts were included as Appendix F to the State CEQA Guidelines. Because the GVSP Final EIR did not evaluate energy impacts, this addendum evaluates whether implementing the Proposed Project would result in an environmental impact related to the inefficient, wasteful, or unnecessary consumption of energy and evaluates the Proposed 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

The electricity utility provider for the Proposed Project Area is Southern California Edison (SCE) and the natural gas utility provider is Southern California Gas (SoCalGas). California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. In 2019, approximately 43 percent of natural gas consumed in the state was used to generate electricity. Large hydroelectric powered approximately 17 percent of electricity and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion totaled 33 percent (CEC 2020a). In 2020, SCE provided its customers with 31 percent eligible renewable energy (i.e., biomass combustion, geothermal, small scale hydroelectric, solar, and wind) and 3 percent and 15 percent from large scale hydroelectric and natural gas, respectively (CEC 2020b). 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. 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, 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, the Department of Transportation 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. As discussed in greater detail in Section 4.3, "Air Quality," on December 21, 2021, the NHTSA officially repealed the SAFE Rule, allowing for states, including California, to develop and adopt its own fuel economy standards and reinstated the previous federal CAFE standards.

California has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard 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. The energy consumption associated with new residential and nonresidential developments in California

is also affected by the California Green Building Standards (CALGreen) Code. See Sections 4.3, "Air Quality," and 4.8, "Greenhouse Gas Emissions," of this addendum for a summary of the current 2022 California Energy Code and the 2022 CALGreen Code.

The City's Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project and the following policies in the Conservation Element (approved July 2005) 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 energy-related information and compares this information to the analysis presented in the GVSP Final EIR.

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

The Proposed Project would increase energy use from existing conditions from both construction-related and operational activities. Energy would be required to operate and maintain construction equipment and transport construction materials and workers. Table 4.6-1 shows the estimated construction energy demands, and Table 4.6-2 shows the estimated operational energy demands at buildout.

Table 4.6-1 Estimated Construction Energy Demand

Year	Diesel (Gallons)	Gasoline (Gallons)
2024	64,314	16,078
2025	173,846	79,595
2026	39,575	22,383
Total	**277,735**	**118,056**

Table 4.6-2 Estimated Operational Energy Demand (Buildout)

Energy Type	Energy Consumption	Unit
Electricity	9,993,064	kWh/year
Natural Gas Demand	22,268,227	kBTU/year
Gasoline	1,540,987	gal/year
Diesel	114,537	gal/year

The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the Proposed Project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with commutes by construction workers and haul trucks trips. The energy needs for the Proposed Project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy.

Associated energy consumption would be typical of that associated with Project land uses (i.e., commercial and industrial) in an urban setting. Automotive fuels would be consumed to transport people to and from the Proposed Project area. Energy would be required for construction elements and transportation of construction materials. There is no atypical construction-related energy demand associated with the Proposed Project. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

The Proposed Project operations would increase electricity and natural gas consumption in the region relative to existing conditions. However, the buildings would, at a minimum, be built to the Title 24 Building Energy Efficiency Standards that are in effect at the time of development. The building standards are updated every three years, and the current 2022 Title 24 Building Energy Efficiency Standards are much more efficient than that building standards were in 1990. New iterations of the Code would become increasingly more stringent with updates to the efficiency standards until the Proposed Project's buildout. This would result in increased building energy efficiency over time as buildings continue to be developed within the GVSP area.

Fuel consumption associated with Project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. Additionally, the Proposed Project provides a mix of land uses that would likely reduce the number of vehicle trips compared to the approved GVSP (See Trip Generation Assessment [Urban Crossroads, 2024] [Appendix G]).

Therefore, for the reasons discussed above, the Proposed Project would not result in new operational energy demand or consumption that would be considered wasteful, unnecessary, or inefficient. The Proposed Project does not include any substantial changes or any new circumstances that would result in new significant impacts or substantially more severe significant impacts pertaining to energy.

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 Proposed Project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the Proposed Project would comply with the current and future versions of the State's Title 24 California Building Code. The 2022 California Energy Code (and subsequent updates), which the Proposed Project would be subject to, is designed to move the state closer to its zero-net energy goals. As also stated above, SCE, as an electricity utility, is required to comply with the future benchmarks of the state's Renewable Portfolio Standard (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 Proposed Project will increasingly be provided by renewable sources.

As discussed in item a) above, although implementation of the Proposed Project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, implementation of the Proposed Project would ensure various energy conservation and generation features would be incorporated into new development including the installation of renewable energy features and the installation of energy efficient appliances and features, which would align 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 Proposed 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 Proposed Project would not result in any new circumstances involving new significant impacts or substantially more severe significant impacts pertaining to energy.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	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 pages 4-3 to 4-5 Impacts 4.2.2.2 and 4.2.2.3	No	No	Yes	Yes, mitigation has been updated
b) Result in substantial soil erosion or the loss of topsoil?	Setting pages 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes	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 pages 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes	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 pages 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes	Yes, mitigation has been updated

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Address/ Resolve Impacts?
7.	Geology and Soils. Would the project:					
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 pages 4-1 to 4-3 Impact 4.2.2.1	No	No	No	N/A
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pages 4-30 to 4-31 Impact 4.5.2	No	No	Yes	Yes, mitigation has been updated

4.7.1 Discussion

Since approval of the GVSP in 1990, the City adopted the Comprehensive General Plan 2030 in April 2005 (2030 General Plan) (City of Perris 2005). 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 (City of Perris 2008), Land Use Element (City of Perris 2016) and Safety Element (City of Perris 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.

GEOTECHNICAL INVESTIGATION

A Preliminary Geotechnical Evaluation was prepared for the Project site (Petra Geosciences, Inc., 2023 [Appendix H]). Section 4.2, Earth Resources, of the 1990 Final EIR and the updated geotechnical report acknowledge that the GVSP 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 GVSP 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 Proposed Project. (City of Perris 1990: 4-6; Petra 2023: 8). However, implementation of the below mitigation measures, Mitigation Measure 4.2.3.2 (Seismic Ground Shaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and Mitigation Measure GEO-1, would reduce the potential for damage due to a seismic event. Regarding seismic hazards, implementation of these measures would ensure that the Proposed Project would be consistent with Policy V.A of the City's Land Use Element and Policy I.E. of the City's Safety Element.

PALEONTOLOGICAL ASSESSMENT

An updated Paleontological Resources Study was prepared for the Proposed Project by BFSA Environmental Services (BFSA, 2024b [Appendix I]). The scope of work for the Paleontological Resources Study included an updated paleontological records search; a review of existing geological maps that include the Project site and surrounding vicinity; and a review of the Paleontological Sensitivity Map in the Conservation Element of the City's General Plan. The results of this study are summarized below.

Paleontological Records Search

A records search indicated that the closest known fossil localities are approximately 5 miles southeast of the Project site and were discovered in 2004 during the channelization of Salt Creek, which yielded the remains of a giant ground sloth, black bear, extinct horse, extinct camel, extinct bison, mastodon, and a mammoth. These fossils were recovered from within a few to several feet from the ground surface. One closer locality exists approximately 4 miles southeast of the Project site which probably consists of mammalian fossils of the late Pleistocene age.

Geology and Paleontology

The Project site is mapped as middle to late Pleistocene alluvial fan sediments. Some alluvial fan deposits include Holocene-age sediments, which are considered "modern" alluvium and geologically too young to contain significant paleontological resources and therefore contain low paleontological sensitivity. However, other alluvial fan deposits, such as the Pleistocene-age alluvial fan sediments mapped at the Project site, often yield important Ice Age terrestrial vertebrate fossils, like mammoths, mastodons, giant ground sloths, and extinct species of horses, camels, bison, saber-toothed cats, and others. As such, these Pleistocene-age alluvial fan sediments are identified as having high paleontological sensitivity.

City of Perris Sensitivity Assessment

The Project site is located within Area 2 of the Paleontological Sensitivity Map in the City's General Plan Conservation Element. Area 2 is designated as having a high paleontological sensitivity based on the presence of Pleistocene-age alluvial fan deposits. As such, projects proposed within Area 2 are required to initiate paleontological monitoring once any excavation begins, as shown in Implementation Measure IV.A.4 of the Conservation Element (City of Perris 2005). The Proposed Project would be consistent with Policy IV.A and Implementation Measure IV.A.4 of the Conservation Element because implementation of updated Mitigation Measure GEO-2 (below) would ensure that the City's General Plan requirements related to preservation of significant paleontological resources are implemented.

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

i, ii) 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.); Strong seismic ground shaking?

Section 4.2, Earth Resources, of the 1990 Final EIR and the updated geotechnical report acknowledge that the GVSP 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). As described on page 4-3 of the 1990 Final EIR, southern California is an area of generally high seismicity, and the Project site is located approximately 14 miles southwest of the San Jacinto Fault. The 1990 Final EIR included Mitigation Measure 4.2.3.2 to reduce impacts related to seismic ground shaking 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 ground shaking. Nonetheless, the potential risks associated with exposure of people or structures to adverse effects associated with strong seismic ground shaking would be reduced because all structures would be designed to meet current seismic design standards.

The Proposed 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 in the 1990 Final EIR. The Preliminary Geotechnical Evaluation (Petra 2023) evaluated the potential for seismic hazards within the Project site. The evaluation confirmed that the Project site does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone, as no known active or potentially active faults traveled through the Project site and no features in the field were observed to indicate active faulting onsite. However, 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 considered in the design and construction of the proposed structures within the Project site. The Project site itself lies 9.9 miles southwest of the San Jacinto Fault and 12.2 miles northeast of the Elsinore Fault, the closest regional active faults that could produce ground shaking. Therefore, proposed structures within the Project site would be designed and constructed to resist the effects of seismic ground shaking, as provided in the applicable portions of the most current edition of the California Building Code. 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 significant impacts, the findings of the 1990 Final 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. Ground failure, such as land sliding, ground cracking and lurching, differential settlement, and ground subsidence, commonly results from liquefaction, loss of soil strength, or loss of compaction (Nichols, Donald R., and Jane M. Buchanan-Banks 1974). While the 1990 Final EIR evaluated the potential for secondary seismic hazards, including liquefaction, and assigned mitigation measures, as applicable, for future projects proposed in the GVSP site area such as the Proposed Project, the Preliminary Geotechnical Evaluation (2023) noted that due to the relatively dense to very dense nature of the old alluvium underlying the Project site and due to groundwater approximations of 51 feet at depth, the Project site is considered to be located within a low liquefaction potential zone. The evaluation concluded that the potential for both liquefaction and seismically induced settlement are considered very low onsite. As such, no mitigation measures for potential liquefaction are required or recommended in the Preliminary Geotechnical Evaluation.

The Proposed Project would not substantially change the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance beyond what was evaluated under the 1990 Final EIR. No new information regarding secondary seismic hazards has been identified requiring new analysis or verification. Therefore, no new significant impacts or substantially more severe significant impacts associated with liquefaction would occur from development of the Proposed Project. No further analysis is required.

iv) Landslides?

As discussed on page 4-2 of the 1990 Final EIR, the GVSP area is predominantly flat with a slight downward gradient toward the west. As such, the GVSP area has low to no potential for landslides. This is further confirmed by the Preliminary Geotechnical Evaluation conducted by Petra (2023), which stated that the Project site exhibits nearly level topography that is not subject to land sliding, and the potential for ground lurching and lateral spreading as a result of land sliding are considered very low. The Proposed 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 evaluated in the 1990 Final EIR. As such, the Proposed Project would not exacerbate the potential for landslides. No new information regarding landslides has been identified requiring new analysis or verification since certification of the 1990 Final EIR. Because the Proposed Project would not substantially change the type of development proposed under the 1990 Final EIR, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final 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 1990 Final EIR discussed the potential for erosion within the GVSP site area 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 Preliminary Geotechnical Evaluation prepared by Petra (2023) noted that erosion control measures, when necessary, shall be provided by the contractor during grading phases and prior to the completion and construction of permanent drainage controls. Compliance with the Standard Grading Specification of Appendix C to the Preliminary Geotechnical Evaluation would minimize the potential for construction of the Proposed Project to result in substantial soil erosion or the loss of topsoil. In addition, Mitigation Measure GEO-1 below, which provides proper stormwater Best Management Practices (BMPs) prior to the commencement of and during earthwork activities such as grading and excavation, is considered necessary as part of the implementation process for the 1990 Final EIR mitigation measures and is therefore carried forward to the Proposed Project as Mitigation Measure GEO-1.

As such, the Proposed Project would result in the same types and intensity of construction activities as those evaluated in the 1990 Final EIR and would comply with adopted mitigation from the 1990 Final EIR and current City stormwater and drainage requirements. Additionally, construction activities associated with the Proposed Project would be subject to the State Water Resources Control Board's General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order No. 2022-0057-DWQ, adopted September 8, 2022) because it would disturb one acre or more of soil. The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which would include BMPs for reducing soil erosion and transport from the Project site during construction. During operation, the Project site would be fully built out with mostly impermeable surfaces (i.e., new building floor area, surface parking, and sidewalks) which would increase hardscape as compared to the existing conditions of the Project site, which is vacant, undeveloped land. Nevertheless, as discussed in further detail within Mitigation Measures GEO-1, operational soil erosion would be minimized by proper maintenance of irrigation systems and permanent stormwater conveyance. As such, operation of the Proposed project would not result in increased soil erosion or a loss of topsoil. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final 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 Final EIR and the Preliminary Geotechnical Evaluation (Petra 2023) evaluated the suitability of the Project site soils for development of the GVSP. The mitigation in the 1990 Final EIR (Mitigation Measure 4.2.3.1) and recommendations from the Preliminary Geotechnical Evaluation would ensure that impacts related to unstable soils would be less-than-significant, as the Project site would be adequately engineered. The Proposed 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 evaluated in the 1990 Final EIR. No changes in soil conditions at the Project site have occurred since certification of the Final EIR; therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 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 direct or indirect risks to life or property?

The 1990 Final EIR noted that the GVSP site included a soil expansion potential that ranged from very low to very high. Mitigation Measure 4.2.3.1 requires the Project applicant to prepare additional geotechnical studies, conduct observation and testing, use balanced fill if possible, and prepare detailed grading plans for each tentative map. The 1990 Final EIR concluded that this mitigation reduced the impact to a less-than-significant level. The Preliminary

Geotechnical Evaluation (2023) determined that based on the initial laboratory test, near-surface soils encountered were low in expansion potential. However, medium expansive soils are documented in the general area and could be encountered during grading. The Preliminary Geotechnical Evaluation (2023) recommended that additional sampling should be performed during the Project site grading activities to determine actual expansion potential of the supporting building pad soils. This recommendation has been carried forward in Mitigation Measure GEO-1 presented below. The Proposed 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 evaluated in the 1990 Final EIR. No changes in soil conditions at the Project site have occurred since certification of the 1990 Final EIR. As such, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final 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 1990 Final EIR, the project would connect to existing wastewater utility infrastructure in the surrounding area. Thus, septic systems would not be required and there would be no impact. This condition has not changed since certification of the 1990 Final EIR. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

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

The 1990 Final EIR did not expressly discuss the potential for impacts on paleontological resources; however, the potential for paleontological resources to occur at the GVSP site could have been known and evaluated at the time of the 1990 Final EIR. Although paleontological resources were not specifically analyzed, the 1990 Final EIR identified significant geology and soils impacts from construction activities, which would require substantial amounts of excavation and earthwork (see Impact 4.2.2.1 on pages 4-6 in the 1990 Final EIR). These substantial earthmoving activities could also result in the unanticipated discovery of paleontological resources. As such, construction of the Proposed Project could similarly result in paleontological resources being encountered during excavation given the Project site's location within Area 2 of the Paleontological Sensitivity Map in the City's General Plan Conservation Element.

As described above, BFSA performed a Paleontological Resources Study for the Proposed Project. The study noted the potential for impacts on paleontological resources because the Project site is underlain with Pleistocene-age, older alluvium, which is considered to have high paleontological sensitivity at depth (i.e., beyond the overlying younger surficial alluvium) that often yield important Ice Age terrestrial vertebrate fossils. BFSA recommended initiation of paleontological monitoring once excavation begins, consistent with Policy IV.A and Implementation Measure IV.A.4 of the City's Conservation Element, for any excavation that would extend into the Pleistocene-age, older alluvium to ensure that paleontological resources, if discovered during construction, would be protected in accordance with established laws and policies. This recommendation is incorporated in Mitigation Measure GEO-2, below, to ensure consistency with Policy IV.A and Implementation Measure IV.A.4 of the City's Conservation Element, which was adopted since the certification of the 1990 Final EIR.

The Proposed Project would not change the location or amount of land that would be disturbed under the GVSP. Further, while the Project site is located on soils that could include paleontological resources, implementation of Mitigation Measure GEO-2 would ensure that the Proposed Project would result in less-than-significant impacts on 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 significant impacts would occur; therefore, the findings of the Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified 1990 Final EIR and would continue to be applicable if the Proposed Project is approved.

- **Mitigation Measure 4.2.3.1:** Geology and Soils (see pages 4-8 of the GVSP Final EIR and pages 5-5 through 5-7 of the GVSP MMRP [Appendix A]).
- **Mitigation Measure 4.2.3.2:** Seismic Groundshaking (see pages 4-8 of the GVSP Final EIR and pages 5-5 through 5-7 of the GVSP MMRP [Appendix A]).
- **Mitigation Measure 4.2.3.3:** Secondary Seismic Phenomenon (see pages 4-8 and 4-9 of the GVSP Final EIR and pages 5-5 through 5-7 of the GVSP MMRP [Appendix A]).

In addition to the mitigation measures in the Final EIR (listed above), the following mitigation measures are updates to Mitigation Measure 4.2.3.1 in the 1990 Final EIR and shall be implemented:

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 Preliminary Geotechnical Evaluation (Petra 2023) contains additional recommendations related to site development. Compliance with these recommendations is 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 Project applicant shall adhere to all recommendations contained in the Petra Preliminary Geotechnical Evaluation (2023) by Petra Geosciences dated May 26, 2023 (included as Appendix H of this Addendum).

Mitigation Measure GEO-2

Prior to the issuance of grading permits, the Project applicant shall submit a Paleontological Resource Mitigation Monitoring Program (PRMMP) to the City of Perris for review and approval. The PRMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) to be on-site for all Project-related on-site and off-site subsurface excavation. 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 Pleistocene-age 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.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on geology and soils. No further analysis is required.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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	No	Yes[1]	N/A
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not analyzed.	No	No	Yes[1]	N/A

[1] Per case law, GHGs are not new information which was not known or could not have been known at the time the 1990 Fial EIR was certified but the impacts of the Proposed Project are compared to those of the approved GVSP. (Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788; Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 532.)

4.8.1 Discussion

Since certification of the GVSP Final EIR in 1990, increased awareness of greenhouse gas (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 Final EIR 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 Final EIR did not provide an environmental or regulatory setting to characterize climate change impacts, nor did the Final EIR evaluate the GVSP's contribution of GHG emissions to anthropogenic climate change. In 2009, the Governor's Office of Planning and Research amended Appendix G of the State CEQA Guidelines to include project-level analysis of GHG emissions.

Because the GVSP Final EIR 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. While construction of the Proposed Project would result in GHG emissions, the Proposed Project would result in similar land disturbance, length of construction and equipment used. Therefore, the Proposed Project GHG emissions would not substantively differ from those previously analyzed, and thus would not result in any new or substantially more severe impacts than were previously disclosed in the EIR.

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 carbon dioxide (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 2019 was 418 million metric tons of CO_2 equivalent ($MTCO_2e$) (CARB 2021). This is less than the 2020 target of 431 million $MTCO_2e$ (CARB 2021). 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	40
Industrial	21
Electricity generation (in state)	9
Electricity generation (imports)	3
Agriculture	8
Residential	7
Commercial	4
High GWP	5
Waste	2

Source: CARB 2021.

As shown in Table 4.8-1, transportation, industry, and 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 Intergovernmental Panel on Climate Change, 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

Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks and Corporate Average Fuel Economy Standards

In October 2012, the U.S. EPA and the National Highway Traffic Safety Administration, on behalf of the U.S. Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy standards for light-duty vehicles for model years 2017 and beyond (77 Federal Register [FR] 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams CO_2 per mile 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 are not appropriate and should be revised. On August 2, 2018, the US Department of Transportation and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing I standards for passenger cars and light-duty trucks by increasing the stringency of the standards by 1.5 percent per year from models 2021–2026.

The CAA grants California the ability to enact and enforce fuel economy standards that are more strict than federal standards through the acquisition of an EPA-issued waiver. Each time California adopts a new vehicle emission standard, the state applies to EPA for a preemption waiver for those standards. However, Part One of the SAFE Rule, which became effective on November 26, 2019, revoked California's existing waiver to implement its own vehicle emission standard. Part Two of the SAFE Rule established a standard to be adopted and enforced nationwide (84 Federal Register 51310). Pending several legal challenges to Part One of the SAFE Rule and administrative turnover, on December 21, 2021, the NHTSA published ICAFE Preemption Rule, which finalizes the repeal of the SAFE Rule Part 1, allowing California to continue procuring its waiver from EPA through the CAA to enforce more stringent emissions standards. Also, on April 1, 2022, the Secretary of Transportation unveilnew CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the United States to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

Affordable Clean Energy Rule

In June 2019, the EPA, under authority of the Clean Air Act 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. Under this rule, states are required to submit plans to EPA that demonstrate the use of specifically listed retrofit technologies and operating practices to achieve CO_2 emission reductions through heat rate improvement. Heat rate improvement 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 electric generating units (EPA 2019).

Energy Independence and Security Act of 2007

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, and 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.

State

Executive Order S-3-05

In 2005, Executive Order (EO) S-3-05 was signed into law and proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, EO S-3-05

established total GHG emission targets for the State. Specifically, statewide emissions are to be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that "(a) the statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (c) The State board (CARB) shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020" (California Health and Safety Code, Division 25.5, Part 3, Section 38551).

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Senate Bill (SB) 32 and AB 197 were signed into law and serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize the CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Executive Order B-30-15

On April 20, 2015, EO B-30-15 was signed into law and established a California GHG reduction target of 40 percent below 1990 levels by 2030. The governor's Executive Order aligns California's GHG reduction targets with those of leading international governments, such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under EO S-3-05 to reach the goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the United States to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 375 of 2008

In September 2008, SB 375 was signed into law and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks for 2020 and 2035. SCAG serves as the MPO for Riverside County where the Proposed Project is located. In 2020, SCAG adopted *Connect SoCal – The Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. SCAG was tasked by CARB to achieve an 8 percent per capita reduction compared to 2005 level emissions by 2020 and a 19 percent per capita reduction by 2035, which the CARB confirmed the region would achieve by implementing its Sustainable Communities Strategy (CARB 2020).

CARB's Mobile Source Strategy (2016) described California's strategy for containing air pollutant emissions from vehicles and quantifies growth in vehicle miles traveled (VMT) that is compatible with achieving State climate targets.

Cap-and-Trade Program

In 2011, CARB adopted the cap-and-trade regulations and created the cap-and-trade program. The program covers GHG emission sources that emit more than 25,000 $MTCO_2e$/year, such as refineries, power plants, and industrial

facilities. The cap-and-trade program includes an enforceable statewide emissions cap that declines approximately 3 percent annually. The CARB distributes allowances, which are tradable permits, equal to the emissions allowed under the cap. Sources that reduce emissions more than their limits can auction carbon allowances to other covered entities through the cap-and-trade market. Sources subject to the cap are required to surrender allowances and offsets equal to their emissions at the end of each compliance period (CARB 2012). The cap-and-trade program took effect in early 2012 with the enforceable compliance obligation beginning January 1, 2013. The cap-and-trade program was initially slated to sunset in 2020, but the passage of SB 398 in 2017 extended the program through 2030.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles (ZEVs), into a single package of regulatory standards for vehicle model years 2017– 2025. The new regulations strengthen the GHG standards for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EV) to account for up to 15 percent of California's new vehicle sales by 2025 (CARB 2016). The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, 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).

California Renewables Portfolio Standard

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB 100 of 2018 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 52 percent of their electricity from renewables by December 31, 2027; 60 percent by December 31, 2030; and 100 percent carbon-free electricity by December 31, 2045.

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 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-efficacy lighting (CEC 2018). The 2022 California Energy Code has been adopted and became effective as of January 1, 2023.

Title 24, Part 11

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen Code, which has been adopted and became effective as of January 1, 2023, includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers (Tiers I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels through water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing to be reused or recycled;
- Provision of readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling;
- Compliance with local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent;
- Installation of separate water submeters or metering devices;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- Provision of EV capable spaces and charging stations, including accessible EV stations;
- Provision of EV charging for medium-duty and heavy-duty vehicles;
- Provision of short-term and long-term bicycle parking; and,
- Inclusion of building commissioning in the design and construction processes to verify that building systems and components meet project requirements.

The voluntary standards require:

- Tier I: stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof; EV capable parking spaces; and
- Tier II: stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar reflective roof; stricter EV capable parking spaces.

Low Carbon Fuel Standard

In January 2007, EO S-1-07 established a Low Carbon Fuel Standard. The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and for a Low Carbon Fuel Standard for transportation fuels to be established for California. The low carbon fuel standard applies to all refiners, blenders, producers, or importers (providers) of transportation fuels in California, including fuels used by off-road construction equipment. The Low Carbon Fuel Standard is measured on the total fuel cycle and may be met through market-based methods. For example, providers exceeding the performance required by a Low Carbon Fuel Standard receive credits that may be applied to future obligations or traded to providers not meeting the Low Carbon Fuel Standard.

In June 2007, CARB adopted the Low Carbon Fuel Standard as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the Low Carbon Fuel Standard intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by

providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher-intensity fuels.

After resolution of litigation regarding the Low Carbon Fuel Standard, CARB readopted the Low Carbon Fuel Standard regulation in September 2015, and the Low Carbon Fuel Standard went into effect on January 1, 2016.

Climate Change Scoping Plan

In December 2008, CARB adopted its first version of its *Climate Change Scoping Plan,* which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, CARB adopted *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) in December (CARB 2017). CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, establishing the state's the pathway to achieve carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. The 2022 Scoping Plan identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals (CARB 2022). CARB and other state agencies 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 (CalEPA et al. 2019).

Senate Bill 743 of 2013

SB 743 of 2013 required that the Governor's Office of Planning and Research proposed 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 the State CEQA Guidelines in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of VMT. Agencies had until July 1, 2020, to implement these changes but could 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 other metric) that is 15 percent lower than that of existing development in the region (OPR 2017:12–13), or that a different threshold is used based on substantial evidence. The Governor's Office of Planning and Research's technical advisory explains that this criterion is consistent with PRC Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017:18). 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 the "Regulatory Setting" section of Section 3.9, "Transportation."

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, EO B-48-18 was signed into law and 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 install 200 hydrogen fueling stations and 250,000 EV charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. This EO also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a *Plug-in Charging Station Design Guidebook* and update the *2015 Hydrogen Station Permitting Guidebook* (Eckerle and Jones 2015) to aid in these efforts. All State entities are required to participate in updating the *2016 Zero-Emissions Vehicle Action Plan* (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the Low Carbon Fuel Standard program, and to recommend how to ensure affordability and accessibility for all drivers.

Local

South Coast Air Quality Management District

The City of Perris is in the western portion of Riverside County, which is located in the South Coast Air Basin. The South Coast AQMD serves as the air district that regulates emissions of GHGs within the South Coast Air Basin.

In 2008, the South Coast AQMD's Governing Board adopted the staff proposal for Interim CEQA GHG Significance Thresholds for stationary source emissions from industrial projects where the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider adoption of significance thresholds for residential and general development projects. 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 $MTCO_2e$/year for industrial projects where the South Coast AQMD is the lead agency and 3,000 $MTCO_2e$/year for all non-industrial 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. Although these thresholds have not been adopted by the South Coast AQMD, the City of Perris utilizes them to evaluate the GHG impacts associated with general development projects within its jurisdiction.

The South Coast AQMD'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 $MTCO_2e$, identifying transportation as the greatest contributing sector. The 2016 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 Proposed 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 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy from the Conservation Element (approved July 2005) 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 XI.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 Final EIR did not address GHG emissions and doing so was not required by the CEQA Guidelines at the time the GVSP Final EIR was certified. 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 Proposed Project's impacts in the context of the current regulatory environment for GHGs, and, more specifically, to evaluate whether the Proposed Project would have substantially more severe significant 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 development projects. This threshold has been used in other recent CEQA documents prepared by the City, including the Stratford Ranch Residential East Initial Study/Mitigated Negative Declaration (City of Perris 2021). The recommended threshold of 3,000 $MTCO_2e$/year is applied in this analysis to determine if emissions of GHGs from the Proposed Project and the same area in the previously approved GVSP would be significant.

To provide comparable GHG emission levels for each scenario, operation-generated GHG emissions were estimated for the Proposed Project and for development of the same area under the approved GVSP. The California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program was used to estimate the level of CO_2e that would be generated by construction activity and operational activity.

To assess the significance of the Proposed Project, the City will evaluate the Project's emissions against the 3,000 $MTCO_2e$/year threshold. Based on the tiered approach detailed above and based on guidance provided by the South Coast AQMD, the Proposed Project would result in a potentially significant climate change impact if it would (SCAQMD 2008):

- 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 Proposed Project as those that would occur in the same area of the adopted GVSP, due to 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 Proposed Project and the same area of 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 B 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 the approved GVSP and Proposed Project would exceed the South Coast AQMD threshold of 3,000 $MTCO_2e$/year. However, the Proposed Project would result in an approximate net decrease of 24,758.30 $MTCO_2e$/yr of potential GHG emissions compared to the approved GVSP. This reduction in emissions under the Proposed Project is attributable to the reduced number of daily vehicle trips that would occur with the Proposed Project land uses compared to the approved GVSP. Thus, the Proposed Project would generate substantially less GHG emissions per year compared to emissions generated by the approved GVSP.

Table 4.8-2 Greenhouse Gas Emissions Comparison Summary

Source	Emissions ($MTCO_2e$/yr)
Approved GVSP	42.460.52
Proposed Project	17,702.20
Net Total CO_2e	**-24,758.30**

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

Source: Urban Crossroads 2024b (Table 6).

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

comply with the Perris Good Neighbor Guidelines which were not in effect at the time of certification of the GVSP Final EIR; therefore, GHG reduction measures will be implemented if the Proposed Project is approved.

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

The project would also be subject to the applicable GHG reduction measures of the city's CAP. The following measures would be applicable to the Proposed 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.
- Measure T-2: Bicycle Parking. This measure promotes safe and convenient bicycle parking to ensure that cyclists have adequate facilities for their bicycles.

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

As discussed in item a), above, the amount of GHG emissions for the Proposed Project would be reduced compared to the 1990 approved GVSP. Because the GHG emissions would exceed the South Coast AQMD recommended mass emission threshold of 3,000 MT CO_2e/year, the Proposed Project would result in a considerable contribution to a significant cumulative global climate change impact. However, because the overall GHG emissions are lower under the Proposed Project than the development of the same area under the approved GVSP, the Proposed Project would not result in any new circumstances involving new significant impacts or substantially more severe significant impacts pertaining to GHG emissions. Nevertheless, the proposed project would comply with the Perris Good Neighbor Guidelines which were not in effect at the time of certification of the GVSP Final EIR; therefore, GHG reduction measures will be implemented if the Proposed Project is approved.

Mitigation Measures

The GVSP Final EIR did not include any mitigation measures for the direct purpose of reducing GHG emissions. However, the Proposed Project would comply with the Perris Good Neighbor Guidelines to help minimize GHG emissions, as identified above. The Perris Good Neighbor Guidelines were not in effect at the time of certification of the GVSP Final EIR; therefore, the following Greenhouse Gas Reduction Measures will be implemented if the Proposed Project is approved:

GHG-1: Renewable Fuels During Construction.

Where feasible, construction contractors shall use renewable diesel (RD) fuel for all diesel-powered construction equipment. Any RD product that is considered for use by the construction contractors shall comply with California's Low Carbon Fuel Standards. Feasibility, for purposes of this mitigation measure, shall be determined by the City of Perris Planning Division, in consultation with the construction team, prior to issuance of grading permits.

GHG-2: Electrical Vehicle Supply Equipment.

All tenants shall include electric vehicle supply equipment (EVSE) to meet the Tier 2 requirements of the most recent CALGreen Code effective at the time of construction. Proof of compliance shall be reviewed by the City of Perris Building Division prior to issuance of a building permit.

GHG-3: Preferred Parking for High Occupancy Vehicles and Zero Emission Vehicles.

All tenants shall dedicate preferential parking spaces to vehicle carpools with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or five percent of the total parking spaces at the Project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with

signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans. Proof of compliance shall be reviewed by the City of Perris Building Division prior to issuance of a building permit.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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 pages 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	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 pages 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	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 pages 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes	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, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A
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	Setting pages 4-37 to 4-40 Impact 4.6.2.2	No	No	Yes	Yes

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:					
or working in the project area?					
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A
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, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A

4.9.1 Discussion

Since certification of the 1990 Final EIR, the City adopted the Comprehensive General Plan 2030 in April 2005 (2030 General Plan) (City of Perris 2005). 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 in the Safety Element (last updated January 25, 2022) for the protection of the public and environment as listed below.

- **Policy S-5.3:** Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.
- **Policy S-6.1:** Ensure new development and redevelopments comply with the development requirements of the AICUZ [Air Installations Compatible Use Zones] Land Use Compatibility Guidelines and ALUP [Airport Land Use Plan] Airport Influence Area for March Air Reserve Base.
- **Policy S-6.2:** Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.
- **Policy S-6.3:** Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.
- **Policy S-8.2:** Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.

A majority of the GVSP area is within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 Riverside County Airport Land Use Compatibility Plan (ALUCP). The ALUCP is further broken down into volumes for each individual airport, including an ALUCP for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the 1990 Final EIR. The Proposed Project site is not located within the Airport Influence Area, or any compatibility zones as designated in the ALUCP for Perris Valley Airport.

A majority of the GVSP area, including the Project site, is also within the adopted Airport Influence Area for March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the 2014 MARB/IPA ALUCP. The Proposed Project site is located within Compatibility Zones D and E of the Airport Influence Area for MARB/IPA, as designated in the ALUCP for this airport. The land uses of the Proposed Project would be compatible with Zones D and E of the MARB/IPA ALUCP.

a, b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 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 1990 Final 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 of the site for agricultural and commercial nursery uses could result in localized site contamination. Mitigation Measure 4.2.3.5 requires sampling and testing of the GVSP 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 GVSP would not handle, store, utilize, or dispose of substantial quantities of hazardous materials, but that some land uses proposed under the GVSP could use or produce small amounts of hazardous substances. Therefore, Mitigation Measure 4.13.3 requires proposed industrial uses to provide the fire department with a list of all hazardous materials used on the site of future industrial projects, prohibits discharge of toxic wastes, and requires preparation of a hazardous materials plan for any commercial or industrial uses. The 1990 Final EIR concluded that mitigation would reduce impacts related to toxic substances to a less-than-significant level.

The requirements of these mitigation measures would apply to the Proposed Project's industrial and commercial land uses. A search of the State Water Resources Control Board's (SWRCB) GeoTracker and California Department of Toxic Substances Control's EnviroStor websites did not identify any listed hazardous waste sites within the Proposed Project site. Although the SWRCB's GeoTracker website identifies a leaking underground storage tank cleanup site north of the Proposed Project site, across Watson Road, identified as the Eastern Municipal Water District (EMWD) Perris Pumping Plant, the cleanup has been completed and the case was closed on August 24, 1995 (SWRCB 2023). As such, the leaking underground storage tank site would not pose a hazard to the Proposed Project, nor would the Proposed Project exacerbate the risk of releasing contaminants from this leaking underground storage tank site.

The Proposed Project's industrial and commercial land uses would not change the land development pattern or types of built structures approved in the GVSP area and would result in substantially the same footprint of ground disturbance evaluated in the 1990 Final EIR. Additionally, there would not be any new or additional uses that were not already analyzed in the 1990 Final EIR. As a result, there would not be any new or additional risks related to hazardous materials that were not already anticipated and addressed under the 1990 Final EIR. The Proposed Project would not change the overall pattern of development or the types of hazardous materials that would be used, handled, or transported to the GVSP site. Furthermore, no changes to the conditions of the site or the presence of hazardous materials have occurred since approval of the GVSP. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant hazard and hazardous materials impacts required for the GVSP would also be required for the Proposed Project. Therefore, the findings of the 1990 Final 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 Proposed Project would not result in new or additional risks from hazardous materials. As part of the Phase 2 project approved in 2023, a new school would be constructed within Planning Area 32 in the central portion of the GVSP area. The new school would serve Kindergarten through 8th grade for up to 1,000 students. However, as noted in the Impact 4.13.2 of the 1990 Final EIR, the GVSP would not handle, store, utilize, or dispose of substantial quantities of hazardous materials or waste. Further, the proposed industrial land use would be greater than 0.25-mile from the new school that would be constructed as part of the Phase 2 project. As such, no new significant impacts or substantially more severe significant impacts would occur with implementation of the Proposed Project. Therefore, the findings of the 1990 Final 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 1990 Final EIR did not consider whether the GVSP site was included on a list of hazardous materials sites. According to the SWRCB's GeoTracker and EnviroStor database mapping, there are no listed sites within the GVSP area, including the Proposed Project site's boundaries (SWRCB 2023; DTSC 2023). Because the Proposed Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, construction and operation of the Proposed Project would not create a significant hazard to the public or the environment. Therefore, no new significant impacts or substantially more severe significant impacts would occur, 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 1990 Final EIR, the GVSP area is located along the southern edge of the Perris Valley Airport. On page 4-33, the 1990 Final EIR states that the airport has been designated as a private use airport. Impact 4.6.2.2 of the 1990 Final 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.

Since 2010, the airport has been designated as a privately-owned, public-use airport (Riverside County ALUC 2011: Ch3). Regardless of the private ownership of the airport, a majority of the GVSP boundaries are within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 ALUCP for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the 1990 Final EIR. However, the Project site is not located within the Airport Influence Area or any compatibility zones as designated in the ALUCP for Perris Valley Airport, and therefore is not subject to Mitigation Measure 4.6.3.1 (Onsite and Surrounding Land Use – Perris Valley Airport) of the 1990 Final EIR, which requires avigation easements and limitations on structures and activities in various Compatibility Zones (see p. 5-12 of the MMRP in Appendix A of this Addendum). Furthermore, land uses proposed within the Proposed Project site would be compatible with the adjacent Compatibility Zone E, which is the farthest zone in proximity to airport operations and has the lowest identified risk level for project development, as shown in the individual ALUCP for Perris Valley Airport (Riverside County ALUCP 2011: Map PV-1), and in Chapter 3, Individual Airport Policies and Compatibility Maps, of Riverside County's ALUCP (2011).

A majority of the GVSP area is also within the adopted Airport Influence Area for MARB/IPA and is subject to the 2014 MARB/IPA ALUCP. MARB/IPA is located approximately 8 miles north of the Project site. According to the 2014 MARB/IPA ALUCP, the Project site is within Compatibility Zones D and E of the Airport Influence Area for this airport. The commercial and industrial land uses of the Proposed Project would be compatible with Zones D and E of the MARB/IPA ALUCP (Riverside County ALUC 2014: Map MA-1). Land uses within Zones D and E are considered to have

a low level of risk related to safety and airspace protection because these zones are within outer or peripherally used portions of flight corridors and are not associated with high noise impacts (Riverside County ALUC 2014: Table MA-1).

Prohibited uses within Zones D and E include physical hazards to flight (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and development that may cause the attraction of birds (i.e., farming activities). Per the 2014 MARB/IPA ALUCP, land uses within Zones D and E do not have any density or intensity limits or restrictions for retail, commercial, and industrial land uses. The Proposed Project does not include any components that would be considered bird attractants. Further, the Proposed Project would allow for development of the same type of land uses (e.g., commercial and industrial) as those approved under the 1990 Final EIR for the GVSP. Thus, development associated with the Proposed Project would not result in adverse airport hazard impacts. Accordingly, the Proposed Project would be consistent with Policy S-6.1 of the Safety Element.

Thus, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. Therefore, the findings of the 1990 Final 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 1990 Final EIR did not evaluate the potential for impacts related to adopted emergency response or evacuation plans. However, the 1990 Final EIR did evaluate the ability of fire and emergency personnel to respond to incidents at the GVSP site in accordance with adopted response time standards. Because the GVSP area is largely former and active agricultural land, implementation of the GVSP would add new roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the GVSP project site as well as the surrounding area.

The Proposed Project would not change the land development pattern or types of built structures in the GVSP area as approved in the 1990 Final EIR and would result in substantially the same footprint of ground disturbance and similar ingress and egress access points evaluated in the 1990 Final EIR. The Proposed Project would include circulation improvements consistent with the overall circulation plan approved under the 1990 Final EIR. These improvements would provide primary access points along a new proposed roadway and secondary access to Ethanac Road and Murrieta Road, and would also connect to other areas of the GVSP that have been constructed or are currently under construction. Circulation improvements associated with the Proposed Project include the construction of driveways, associated parking, landscaping, signage, and utility improvements to serve the proposed development. Additionally, the Proposed Project could include the construction of Watson Road and Green Valley Road along the site frontage if not already constructed prior to development by others. These improvements would not affect emergency access to the greater GVSP area or surrounding communities. The provision of these circulation improvements would ensure adequate emergency access to the Project site consistent with City requirements. The Proposed Project and the GVSP as a whole would not interfere with the City or County's adopted emergency response or evacuation plans, as the Proposed Project would not result in any modifications to the designated evacuation routes on or around the GVSP area identified in the City's General Plan (Safety Element), Local Hazard Mitigation Plan, or Emergency Operations Plan (City of Perris 2022, 2013, 2011). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

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

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program maps, the GVSP area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the GVSP area is not identified as being within a Wildfire Hazard Zone in the Safety Element of the City's General Plan (City of Perris 2022). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted in the certified 1990 Final EIR for the GVSP and would continue to be applicable if the Proposed Project is approved.

- **Mitigation Measure 4.2.3.5:** Hazardous Wastes (see p. 4-9 of the 1990 Final EIR and p. 5- 7 of the GVSP MMRP [Appendix A]).
- **Mitigation Measure 4.13.3:** Toxic Substances (see p. 4-137 of the 1990 Final EIR and p. 5- 29 of the GVSP MMRP [Appendix A]).

The 1990 Final EIR concluded that impacts related to hazardous wastes and toxic substances would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Proposed Project. However, the 1990 Final EIR also concluded that airport related hazards would remain significant and unavoidable after mitigation. As described above, the Project site is not located within the Airport Influence Area or any compatibility zones as designated in the ALUCP for Perris Valley Airport, and therefore is not subject to Mitigation Measure 4.6.3.1 (Onsite and Surrounding Land Use – Perris Valley Airport) of the 1990 Final EIR. Therefore, this impact would be less than the impact disclosed in the 1990 Final EIR.

Conclusion

The conclusions of the 1990 Final EIR remain valid and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to hazards and hazardous materials.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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	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	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 pages 4-10 to 4-13 Impact 4.3.2.3	No	No	Yes	Yes, mitigation has been updated
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on – or offsite.	Setting pages 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes	Yes, mitigation has been updated
iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial	Setting pages 4-10 to 4-13 Impacts 4.3.2.1 and 4.3.2.2	No	No	Yes	Yes, mitigation has been updated

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
10. Hydrology and Water Quality. Would the project:					
additional sources of polluted runoff?					
iv) Impede or redirect flood flows?	Setting pages 4-10 to 4-13 Impact 4.3.2.1	No	No	No	Yes, mitigation has been updated
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	NA
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	NA

4.10.1 Discussion

The City adopted the 2030 General Plan after certification of the 1990 Final EIR; as such, the GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes land use and development assumptions of the GVSP as an approved project. Since adoption of the GVSP, the following new policies related to hydrology and water quality were adopted within the 2030 General Plan Conservation Element (City of Perris 2008), Land Use Element (City of Perris 2016), and Safety Element (City of Perris 2022):

- **Policy V.A (Conservation Element):** Coordinate land-planning efforts with local water purveyors.
- **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 S-4.1 (Safety Element):** Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.

- Policy S-4.3 (Safety Element): Require new development projects and major remodels to control stormwater runoff on site.

The entirety of the GVSP site, including the land on which the Proposed Project is located, is within the 100-year floodplain. Mitigation Measure 4.3.3 of the 1990 Final EIR prohibits the issuance of permits 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 was updated and clarified by Mitigation Measure HYDRO-1 to require implementation of a complete final drainage plan and adequate onsite storm drainage facilities as part of the adoption of the Phase 1B project Addendum. This mitigation measure is also applicable to and appropriate for the Proposed Project; therefore, the same mitigation is included in this addendum for the Proposed Project, below.

The Proposed Project would not result in changes to the types of land uses that were previously approved with the adopted GVSP.

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

The 1990 Final EIR addressed water quality impacts related to implementation of the GVSP and noted that development of the site would generate pollutants such as pesticides, fertilizers, oil and rubber residues, and detergents and that these pollutants have the potential to contaminate site runoff. The 1990 Final 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 Proposed Project. As discussed above, the Proposed Project's retail, commercial, and industrial land uses are consistent with the planned land uses analyzed within the certified 1990 Final EIR for the GVSP. As such, there would not be any new or different land uses that could result in pollutants not previously considered in the 1990 Final EIR. The Proposed Project would continue to comply with mitigation requirements outlined in the 1990 Final EIR, as well as with all applicable State and local requirements related to water quality. Additionally, consistent with Policy VI.A of the Conservation Element, construction activities for the Proposed Project would be conducted in compliance with the City's Stormwater Management Plan and the SWRCB NPDES Stormwater General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (for ground disturbance exceeding one acre). The Construction General NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan that would outline 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. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final 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 1990 Final EIR addressed the GVSP's effect on groundwater recharge in Impact 4.3.2.1. The Eastern Municipal Water District (EMWD) utilizes a supply that includes desalinated brackish groundwater, recycled grey water, potable groundwater, and imported water. The Water Supply Assessment Report for the Proposed Project, prepared by the EMWD and dated July 19, 2023 (Appendix J of this Addendum), states that "while EMWD does not plan to develop new groundwater supplies specifically for the Proposed Project, the advancement of new local supplies represents a major component of EMWD's planned water supply portfolio. Therefore, new developments, including the Proposed Project, may be supplied with a combination of additional imported water and/or projects and programs expanding EMWD's local supplies, including groundwater" (EMWD 2023: 8-9). However, the EMWD's existing and planned future use of groundwater as a component of its water supply would occur regardless of the Proposed Project.

Additionally, the 2020 UWMP is based, in part, on the regional population, housing, and employment projections of Connect SoCal prepared by SCAG. SCAG is the federally designated Metropolitan Planning Organization for southern

California tasked with developing long-range regional transportation plans, regional growth forecasts, and regional housing needs allocations, among other responsibilities (SCAG 2020). The most recent version of Connect SoCal was adopted in September 2020. The growth projections provided in Connect SoCal are based on the growth projections made in individual General Plans for cities within SCAG's planning area, such as the General Plan for the City of Perris. The City of Perris adopted its 2030 General Plan after the approval of the GVSP in 1990, and as such, development approved under the GVSP is accounted for in the General Plan's growth projections, which, in turn, are accounted for in Connect SoCal's growth projections that inform the 2020 UWMP's projected water demand estimations. This is further confirmed by the Water Supply Assessment, which states that "based on the information provided by the developer and lead agency, the projected demand from the Proposed Project is within the limits of demand accounted for in the EMWD's 2020 UWMP, which was adopted in June 2021" (EMWD 2023: 1). Consequently, development of the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project would impede sustainable groundwater management in the basin. Moreover, the EMWD's groundwater supply management includes increasing water supplies through its recycled water program, desalination program, water use efficiency programs that are intended to reduce reliance on and preserve groundwater supply.

The 1990 Final 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. The Proposed Project would maintain an existing 0.8-acre water quality and detention basin in the northwestern portion of the Project site in addition to the construction of a new 0.9-acre water quality and detention basin along the southern Project site boundary that would capture stormwater runoff from the proposed overall development. These water quality and detention basins would provide opportunities for groundwater recharge. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final 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 or through the addition of impervious surface, in a manner which would:

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

Impact 4.3.2.3 of the 1990 Final EIR evaluated the potential for the GVSP to result in erosion and sedimentation. The analysis in the 1990 Final EIR noted that this would have a potentially significant impact, but that implementation of Mitigation Measure 4.3.3 requiring a comprehensive erosion and sedimentation control plan would reduce the impact to a less-than-significant level. This same mitigation measure would be required for the Proposed Project. The Proposed 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 significant impacts would occur. The findings of the 1990 Final 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 flooding on- or off-site?

The 1990 Final EIR evaluated the potential for the GVSP to result in changes in existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3, included in the 1990 Final EIR, requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. In August 2018, the Federal Emergency Management Agency (FEMA) issued a Letter of Map Revision for the Green Valley community (Community No. 060258), within which the Project site and greater GVSP area are located (FEMA 2018). The Letter of Map Revision reviewed updated data, including flood channel improvements implemented within the GVSP, and determined that updates to the Flood Insurance Rate Maps were 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. Based on the updated Flood Insurance Rate Maps, the Project site is outside of the regulatory floodway and therefore is not subject to development restrictions associated with being in a regulatory floodway.

Although the Proposed Project is outside of the regulatory floodway, the entirety of the GVSP area, including the Project site, is within the 100-year floodplain. Mitigation Measure 4.3.3 of the 1990 Final EIR prohibits the issuance of permits until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. Portions of this mitigation measure related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, described below, to address drainage impacts (see Impact 4.3.2 on pages 4-13 through 4-15 in the 1990 Final EIR) by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. With implementation of Mitigation Measure HYDRO-1, the Proposed Project would not result in any new significant impacts or substantially more severe significant flooding or flood hazard impacts, and proposed land uses and infrastructure would comply with FEMA flood hazard requirements; therefore, the findings of the 1990 Final 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 item ii) above, the 1990 Final EIR included Mitigation Measure 4.3.3 to reduce drainage impacts to a less-than-significant level. Portions of this mitigation measure related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, described below, to address drainage impacts (see Impact 4.3.2 on pages 4-13 through 4-15 in the 1990 Final EIR) by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. Additionally, item a) above describes the mitigation required to ensure less-than-significant impacts related to water quality. As noted in item a) above, the Proposed Project would not substantially change development patterns, and the area of impermeable surfaces from that approved in the 1990 GVSP would not be increased under the Proposed Project due to the inclusion of an additional 0.9-acre detention basin that would reduce runoff from the Project site. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

iv) Impede or redirect flood flows?

The Project site is entirely within the 100-year floodplain. The 1990 Final EIR noted that the GVSP area 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 from the 1990 Final EIR prohibits the issuance of permits until flood control facilities are sufficiently completed, as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As noted in item b) above, the Proposed Project would include the construction of an additional water quality detention basin, in addition to maintaining an existing water quality detention basin, thereby reducing the amount of runoff from the Project site. Additionally, the Proposed Project would not interfere with planned drainage improvements that would be required prior to issuance of permits. Furthermore, portions of Mitigation Measure 4.3.3 of the 1990 Final EIR related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, described below, to address drainage impacts (see Impact 4.3.2 on pages 4-13 through 4-15 in the 1990 Final EIR) by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

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

The 1990 Final EIR did not consider potential impacts related to inundation by tsunami as the GVSP area is not within a coastal area or river delta that could be impacted by a tsunami. The risk of flood hazard is addressed in item c)ii) above. The 1990 Final EIR acknowledged that the Project site is situated approximately six miles south of Lake Perris and is located within the southeasternmost portion of the Lake Perris Dam Inundation Area in the event of a dam failure. It was determined that the dam was considered capable of withstanding a magnitude 8.0 earthquake originating at a distance of 10 miles from the dam, and that a major seismic event would not cause impact from seiches or surges in the reservoir. Thus, no impacts were identified or analyzed. The City of Perris Safety Element (2021) noted that the California Department of Water Resources determined that the Perris Reservoir had an extremely high downstream hazard potential. Since that time, The Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. The Proposed Project would not alter these conditions and therefore would not have a significant impact. No further analysis is required.

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

The potential for the Proposed Project to substantially degrade water quality is addressed in item a), above. Additionally, the potential for the Proposed Project to affect groundwater resources is addressed in item b), above. As discussed in the analysis for items a) and b), the Proposed Project would not result in any new or more severe significant impacts on water quality or groundwater resources. Therefore, the Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the GVSP Final EIR and would continue to be applicable if the Proposed Project is approved.

- Mitigation Measure 4.3.3: Site Runoff, Water Quality, and Erosion and Sedimentation (see pages 4-18 and 4-19 of the 1990 Final EIR and pages 5-8 and 5-9 of the GVSP MMRP [Appendix A]).

In addition to the mitigation measure in the 1990 Final EIR (listed above), the following mitigation measure is an update to portions of Mitigation Measure 4.3.3 (Site Runoff) in the 1990 Final EIR and 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 Proposed Project, the Project applicant shall prepare and submit a Final Drainage Analysis for the Project site that conforms to the City's Water Quality Management Plan (WQMP) requirements.

The Final Drainage Analysis shall identify Proposed Project drainage facilities and design features that ensure runoff from the Project site would 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 Proposed Project may be constructed with earlier phases of the Proposed 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 Proposed Project, considering prior and future phase drainage facilities and design features.

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 City's WQMP to guide the long-term maintenance and management of the systems by the City's Landscape Management District. The Maintenance Program shall be submitted to the City for review and approval prior to recordation of the first final map.

To meet state water quality standards, the Proposed Project's approved WQMP shall incorporate on-lot, Low Impact Development depressions to minimize runoff from the Project site. In a storm event, all street runoff would 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 Project 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 Low Impact Development depressions (i.e., natural drainage systems designed with no concrete) would 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.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to hydrology and water quality.

4.11 LAND USE AND PLANNING

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

4.11.1 Discussion

The GVSP was adopted under the City's land use policies in 1990. Since approval of the GVSP and certification of the accompanying EIR in 1990, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). Many of the goals and policies in the General Plan 2030 are similar to those in the General Plan as it existed in 1990. However, some new policies were adopted with the City's General Plan 2030 for the purpose of avoiding or mitigating an environmental effect. These policies are provided within the following General Plan 2030 Elements: Land Use, Circulation, Conservation, Noise, and Safety (City of Perris 2008, 2016a, 2016b, 2022a, 2022b). Additionally, since certification of the 1990 Final EIR, the Western Riverside County Regional Conservation Authority adopted the Western Riverside County MSHCP in 2004. Numerous municipalities in Riverside County, including the City of Perris, are participants in 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 changes in circumstances that would require additional analysis beyond that provided in this checklist.

The Proposed Project would not require any changes to the land use designations in Planning Areas 40, 41, and 44 on the GVSP land use map. Planning Area 40 and Planning Area 41 are designated as Business and Professional, and Planning Area 44 is designated as Commercial. Within Planning Area 40 and Planning Area 41, business and office uses are principally allowed under this designation, while other uses, such as light manufacturing, mini storage, and warehouse/distribution center uses, may be allowed with a conditional use permit. Within Planning Area 44, commercial uses are principally allowed, as well as a variety of retail and service commercial uses, including hotels and motels. As such, the development of retail, commercial, and industrial uses under the Proposed Project do not require an update to the GVSP land use designations because these uses would remain consistent with the approved GVSP.

a) Physically divide an established community?

As discussed in Section 4.6, "Land Use," of the 1990 Final EIR, the GVSP area is in an area consisting of agricultural and public and quasi-public lands. Surrounding uses include agriculture, the Perris Valley Airport, and the Perris Valley Regional Water Reclamation Facility. The 1990 Final 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 GVSP boundaries or in its immediate vicinity. Since certification of the 1990 Final EIR, agricultural land to the southwest of the GVSP area has been converted to largely single-family homes on lots less than 0.25-acre in size. Additionally, two subdivisions with 314 single-family dwelling units are under construction within the Phase 1A project area, and six subdivisions with 542 single-family dwelling units, 698 multi-family dwelling units, and 6.3 acres of open space (including detention basins) are under construction within the Phase 1B project site in the southern portion of the GVSP area. Further, the Perris Crossings retail center (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) has been built and is in full operation in the southeast corner of the GVSP area, immediately adjacent to the Project site. Although construction has not yet begun, the Phase 2 project approved in 2023, which encompasses 274.4 acres of the northeast portion and 14.8 acres in the southwest corner of the GVSP area, includes the development of up to 43,700 square feet of commercial development, up to 462 single-family residential units, up to 1,294 multi-family residential units, a school (Kindergarten through 8th grade) for up to 1,000 students, multiple open space areas, and a park. The Proposed Project would share connections to these neighborhoods and is part of buildout of the overall GVSP. Therefore, implementation of the Proposed Project would not physically divide an established community. No other changes in development at the Project site or surrounding area have occurred since approval of the GVSP beyond those described above. As a result, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final 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 4.6.2.1 and Impact 4.6.2.2 in the 1990 Final EIR evaluated the GVSP's compatibility with onsite and surrounding land uses, respectively. The 1990 Final EIR determined that the future residential uses and new school site within the GVSP would result in land use conflicts with the Perris Valley Regional Water Reclamation Facility (formerly the Perris Valley Wastewater Facility), which is adjacent to Planning Areas 30, 31, 32, 34, 36, 38, and 39. The 1990 Final EIR also determined that the GVSP would result in land use conflicts with the Perris Valley Airport. The 1990 Final EIR concluded that potential impacts related to these land use conflicts would be significant. Impact 4.6.2.4 in the 1990 Final EIR addressed consistency of the GVSP with the Perris General Plan and determined that the GVSP would be generally consistent, and the impact would not be significant.

As previously established, the Proposed Project would be consistent with the current land use designations of the Project site, which include Planning Area 40 and Planning Area 41 designated as Business and Professional and Planning Area 44 designated as Commercial. Therefore, the proposed retail, commercial, and industrial land uses would be principally allowed under the current zoning and would not require a change in the land use designations. In addition, the Proposed Project does not include the construction of any residential land uses and only proposes the construction, use, and maintenance of retail, commercial, and industrial land uses. This is consistent with the GVSP, since these proposed land uses would not result in an increase in the overall amount of commercial and industrial development within the GVSP area proposed and approved under the GVSP in 1990.

As described above, the City adopted the Comprehensive General Plan 2030 in April of 2005 (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. Several General Plan elements have also been updated or added since 2005. 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 effects. Table 4.11-1 below provides a detailed analysis of the Proposed Project's consistency with applicable policies of the 2030 General Plan, including the Land Use, Circulation, Conservation, Noise, Safety, Open Space, Healthy Community, and Environmental Justice Elements. Because the Proposed Project does not

include any residential uses, the General Plan Housing Element policies are not applicable and, therefore, are not discussed in Table 4.11-1. Additional analysis and discussion of the Proposed Project's consistency 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 demonstrated in Table 4.11-1 and described throughout Chapter 4 of this Addendum, the Proposed Project would be consistent with applicable policies of the City's 2030 General Plan. In addition, the Proposed Project would be consistent with the Western Riverside County MSHCP, as discussed in Section 4.4, "Biological Resources," and the ALUCPs for both Perris Valley Airport and March ARB/IPA, as discussed in Section 4.9, "Hazards and Hazardous Materials" and Section 4.13, "Noise." As further discussed in Sections 4.9 and 4.13, the Project site is not within the Airport Influence Area or any compatibility zones as designated in the ALUCP for Perris Valley Airport, and although the Project site is within Zones D and E of the March ARB/IPA ALUCP, the proposed development of commercial and industrial uses would be compatible with these zones. As such, the Proposed Project would not result in land use conflicts with Perris Valley Airport or March ARB/IPA and would be consistent with Policy S-6.1 of the Safety Element. Therefore, airport-related land use impacts would be reduced compared to the 1990 Final EIR. Furthermore, as presented in the respective resource sections within Chapter 4 of this Addendum, the proposed industrial uses associated with the Proposed Project would be developed in accordance with the Perris Good Neighbor Guidelines which were adopted to minimize the effects of industrial development on sensitive receptors.

The Proposed Project would not change the overall land use assumptions for the GVSP area as approved in 1990, and the Proposed Project would remain consistent with the City's 2030 General Plan. Additionally, as mentioned above, the 1990 Final EIR determined that the future residential uses and new school site within the GVSP would result in land use conflicts with the Perris Valley Regional Water Reclamation Facility (formerly the Perris Valley Wastewater Facility), which is adjacent to Planning Areas 30, 31, 32, 34, 36, 38, and 39. However, the Project site does not encompass any of these planning areas. Furthermore, the Proposed Project does not include the development of any residential or school uses that could result in land use conflicts with the adjacent Perris Valley Regional Water Reclamation Facility, and the proposed commercial development is more than 0.25-mile from the facility. Rather, the Proposed Project would include industrial uses adjacent to the Perris Valley Regional Water Reclamation Facility, which is not a sensitive land use. As such, because the Proposed Project does not include the development of any residential or other sensitive uses, it would not result in any land use conflicts with the Perris Valley Regional Water Reclamation Facility, and this impact would be less than the impact identified in the 1990 Final EIR. Accordingly, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to land use and planning.

Table 4.11-1 General Plan Policy Consistency Analysis

Policy	Consistency Analysis
Land Use Element	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	**Consistent.** The proposed project would provide or make fair-share contributions toward necessary infrastructure, pay established development impact fees (DIF), and pay regional impact fees (Traffic Uniform Mitigation Fee or TUMF for traffic which are all standard conditions of approval in the City. Therefore, the Proposed Project would be consistent with this policy.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** The Project applicant would pay applicable school impact fees to the serving school districts as required by state and local laws. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Accommodate diversity in the local economy.	**Consistent.** The Proposed Project would provide hundreds of new short-term jobs during construction and new long-term employment for hotel, retail, restaurant, and industrial/warehouse workers. Long-term jobs may be part-time or full-time depending on duties and need and would provide employment for various income levels. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: Restrict development in areas at risk of damage due to disasters.	**Consistent**. As documented throughout this Addendum, the proposed project is not located within an area subject to significant hazards or hazardous conditions (e.g., earthquakes, flooding, wildfire). Therefore, the Proposed Project would be consistent with this policy.
Circulation Element	
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.	**Consistent.** The Project site is within the larger GVSP, which includes existing and planned bikeways, trails, and pedestrian facilities. The Proposed Project would be designed in accordance with the Commercial, Business and Professional, and Light Industrial Guidelines of the GVSP, which state that non-residential planning areas should be designed to allow for the safe and convenient movement of pedestrians, bicycles, and vehicles. This would include providing accessible bicycle parking near the main entrances of buildings and convenient locations for ADA, carpool, and bicycle parking. In addition, the Proposed Project would not modify Case Road or include any other off-site improvements that would obstruct implementation of or conflict with either the Trail Master Plan or Active Transportation Plan. Therefore, the Proposed Project would be consistent with this policy.
Policy II.B - Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent.** The Proposed Project would include the construction of new driveways, associated parking, and signage to serve the new uses, but would not alter the existing roadway network. All new internal roadways constructed as part of the Proposed Project would be designed and constructed in accordance with applicable roadway design and safety standards established by the City. In addition, the Proposed Project would include accessible bicycle parking near the main entrances of buildings and convenient locations for ADA, carpool, and bicycle parking. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	**Consistent.** The Project site is within the greater GVSP, which includes existing and planned bikeways, trails, and pedestrian facilities. Although the Proposed Project would include the construction of new driveways, associated parking, and signage to serve the new uses, the Proposed Project would not alter the existing roadway network. All new internal roadways constructed as part of the Proposed Project would be designed and constructed in accordance with applicable roadway design and safety standards established by the City and consistent with the roadway network in the GVSP. Therefore, the Proposed Project would be consistent with this policy.

Policy V.A: Provide for safe movement of goods along the street and highway system.	**Consistent.** Although the Proposed Project would include the construction of multiple driveways, no ingress/egress routes would be constructed along Case Road. Therefore, there would be no conflict between trucks accessing the proposed industrial development site and bicyclists or pedestrians using planned bicycle and pedestrian facilities along the Proposed Project frontage on Case Road. Additionally, the proposed industrial uses would be designed to provide adequate onsite queuing for commercial trucks and passenger vehicles in accordance with Policies 1.12 and 3.5 of the Perris Good Neighbor Guidelines. Therefore, the Proposed Project would be consistent with this policy.
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources	**Consistent.** As discussed in Section 4.4, "Biological Resources," of this Addendum, with required participation in the MSHCP and implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not result in any new significant or substantially more severe significant impacts on biological resources. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent.** As discussed in Section 4.4, "Biological Resources," of this Addendum, there are no elements of the Proposed Project that would conflict with applicable policies of the MSHCP. In addition, the Project applicant would participate in the MSHCP, pay all required MSHCP Local Development Mitigation Fees, and implement all MSHCP requirements, including applicable avoidance and minimization measures for MSHCP covered species. Therefore, the Proposed Project would be consistent with this policy.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent.** As discussed in Section 4.5, "Cultural Resources," and 4.7, "Geology and Soils," of this Addendum, with the implementation of mitigation measures, the Proposed Project would not result in any new significant or substantially more severe significant impacts on historical, archaeological, or paleontological resources. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent.** As discussed in Section 4.19, "Utilities and Service Systems," of this Addendum, a Water Supply Assessment was prepared for the Proposed Project by the EMWD, which determined that adequate water supplies are available to meet the potable water demand for the Proposed Project as part of the EMWD's existing and future demands. Therefore, the Proposed Project would be consistent with this policy.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** As discussed in Section 4.7, "Geology and Soils," and 4.10, "Hydrology and Water Quality," of this Addendum, the Proposed Project would comply with the SWRCB Construction General NPDES Permit and its requirements, including implementation of 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. Therefore, the Proposed Project would be consistent with this policy.
Policy VII.A: Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent.** The Project site is flat with minimal elevation deviations, and therefore does not contain any hillsides. In addition, the Project site is vacant and undeveloped, with minimal and sparse vegetation, and does not contain any rock outcroppings. Furthermore, as discussed in Section 4.1, "Aesthetics," of this Addendum, the Proposed Project would not substantially damage scenic resources, including, but not limited to, rock outcroppings. Therefore, the Proposed Project would be consistent with this policy.

Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	**Consistent.** Noise levels of up to 60 dBA CNEL are identified in the Perris General Plan Noise Element as "normally acceptable" and of up to 70 dBA CNEL as "conditionally acceptable" for commercial land uses including hotels. Noise levels of up to 70 dBA CNEL are identified in the Perris General Plan as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to the Noise Element of the City of Perris General Plan, the Project site is not located within the future 60 dBA CNEL noise contour for any roadways, highways, or airports. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	**Consistent.** As discussed in Section 4.11, "Noise and Vibration," the Proposed Project would not generate noise in excess of City noise standards. Therefore, the Proposed Project would be consistent with this policy.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent.** The Proposed Project would involve the construction of new driveways, associated parking, and signage to serve the proposed new development. However, the Proposed Project would not alter the existing roadway network. New site access points and internal circulation network improvements associated with the Proposed Project would be subject to review by the City and Riverside County Fire Department, which provides fire and emergency response services to the City. This would ensure that the Proposed Project would be designed to meet all applicable emergency access and design standards. Therefore, the Proposed Project would be consistent with this policy.
Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	**Consistent.** The Project includes infrastructure plans that are consistent with the Infrastructure Concept Plans in the Land Use Element.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent.** The Project site is located within the greater GVSP, which includes a comprehensive planned transportation network. The Proposed Project would continue buildout of the GVSP, including the planned transportation network. The Proposed Project would include points of ingress/egress along Watson Road and Green Valley Parkway. All new internal roadways constructed as part of the Proposed Project would be designed and constructed in accordance with applicable roadway design and safety standards established by the City. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.1: Restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.	**Consistent.** The Proposed Project is part of the GVSP. As part of the GVSP, flood control improvements are being implemented within the specific plan area. Implementation of the ultimate flood control improvements within the GVSP area will ensure all developable area will be above the floodplain. The Proposed Project would not interfere with the implementation of these improvements. Additionally, the Proposed Project would include the constriction of adequate stormwater storage and conveyance facilities onsite to sufficiently detain, retain, and discharge stormwater consistent with a project-specific drainage plan. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	**Consistent.** As discussed in Section 4.11, "Hydrology and Water Quality," of this Addendum, portions of Mitigation Measure 4.3.3 from the 1990 Final EIR related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, to address drainage impacts by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. In addition, the Proposed Project would include the construction of an additional water quality detention basin, in addition

	to maintaining an existing water quality detention basin, thereby reducing the amount of runoff from the Project site. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	**Consistent.** The Proposed Project would be required to implement all mitigation measures from the 1990 Final EIR. As discussed in Section 4.11, "Hydrology and Water Quality," of this Addendum, Mitigation Measure 4.3.3 of the 1990 Final EIR prohibits the issuance of permits until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As part of the GVSP, flood control improvements are being implemented within the specific plan area. Implementation of the ultimate flood control improvements within the GVSP area will ensure all developable area will be above the floodplain. The Proposed Project would not interfere with the implementation of these improvements. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.5: Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	**Consistent.** The Project site is situated approximately six miles south of Lake Perris and is located within the southeasternmost portion of the Lake Perris Dam Inundation Area in the event of a dam failure. In addition, California Department of Water Resources determined that the Perris Reservoir has an extremely high downstream hazard potential. As a result, The Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. The Proposed Project would not impede implementation of the Perris Dam Modernization Project, nor would it exacerbate potential downstream flood risks. Therefore, the Proposed Project would be consistent with this policy.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent.** Implementation of the GVSP would add additional roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the GVSP area as well as the surrounding area. The Proposed Project would continue buildout of the GVSP, including the planned transportation network. The Proposed Project would include points of ingress/egress along Watson Road and Green Valley Parkway. New site access points and internal circulation network improvements associated with the Proposed Project would be subject to review by the City and Riverside County Fire Department, which provides fire and emergency response services to the City. This would ensure that the Proposed Project would be designed to meet all applicable emergency access and design standards. Therefore, the Proposed Project would be consistent with this policy.
Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	**Consistent.** As discussed in Section 4.19, "Utilities and Service Systems," of this Addendum, a Water Supply Assessment was prepared for the Proposed Project by the EMWD, which determined that adequate water supplies are available to meet the potable water demand for the Proposed Project as part of the EMWD's existing and future demands. In addition, all new water conveyances for the Proposed Project would be designed in accordance with Title 14 of the City's Municipal Code. Therefore, the Proposed Project would be consistent with this policy.
Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent.** As discussed in Section 4.10, "Hazards and Hazardous Materials," of this Addendum, the Project site is not located within the Airport Influence Area or any compatibility zones as designated in the ALUCP for Perris Valley Airport. However, the Project site is within Compatibility Zones D and E of the Airport Influence Area for MARB/IPA. The commercial and industrial land uses of the Proposed Project would be compatible with Zones D and E of the MARB/IPA ALUCP, which do not have

	any density or intensity limits or restrictions for retail, commercial, and industrial land uses. Prohibited uses within Zones D and E include physical hazards to flight (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and development that may cause the attraction of birds (i.e., farming activities). The Proposed Project does not include any components that would be considered bird attractants. Further, the Proposed Project would allow for development of the same type of land uses (e.g., commercial and industrial) as those approved under the 1990 Final EIR for the GVSP. Therefore, the Proposed Project would be consistent with this policy.
Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas. Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	**Consistent.** The Proposed Project site is not located within the Airport Influence Area, or any compatibility zones as designated in the ALUCP for Perris Valley Airport. The Proposed Project site is located within Compatibility Zones D and E of the Airport Influence Area for MARB/IPA, as designated in the ALUCP for this airport and would be compatible with the allowable land uses. The project applicant would complete required coordination with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority regarding the proposed development within its influence areas. Therefore, the Proposed Project would be consistent with these policies.
Policy S-7.1 - Require all development will be required to include adequate protection from damage due to seismic incidents.	**Consistent.** As discussed in Section 4.7, "Geology and Soils," of this Addendum, the proposed structures within the Project site would be designed and constructed to resist the effects of seismic ground shaking, as provided in the applicable portions of the most current edition of the California Building Code. In addition, Mitigation Measure GEO-1 requires implementation of the recommendations from the Preliminary Geotechnical Evaluation (Petra 2023) to address potential geologic hazards at the Project site. Therefore, the Proposed Project would be consistent with this policy.
Policy S-7.2 - Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	**Consistent.** As part of the environmental review for the Proposed Project, a Preliminary Geotechnical Evaluation was completed by Petra Geosciences, which evaluated potential seismic and geologic hazards at the Project site and identified site-specific recommendations to address these hazards. Mitigation Measure GEO-1 requires implementation of the recommendations from the Preliminary Geotechnical Evaluation. Therefore, the Proposed Project would be consistent with this policy.
Policy S-8.2 - Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	**Consistent.** As discussed in Section 4.9, "Hazards and Hazardous Materials," of this Addendum, the Proposed Project would implement Mitigation Measure 4.13.3 from the 1990 Final EIR. This measure requires proposed industrial uses to provide the fire department with a list of all hazardous materials used on the site of future industrial projects, prohibits discharge of toxic wastes, and requires preparation of a hazardous materials plan for any commercial or industrial uses. In addition, the Proposed Project would be required to comply with all applicable federal, state, and local regulations governing the transport, use, storage, and disposal of hazardous materials. Therefore, the Proposed Project would be consistent with this policy.
Health and Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	**Consistent.** The Proposed Project would include the installation of new street and security lighting to serve the proposed development. All new lighting would be installed in accordance with the Mount Palomar Lighting Ordinance, as required by Mitigation Measure 4.11.3 of the 1990 Final EIR, as well as City of Perris Zoning Ordinance Sections 19.02.110 A and B and 19.69.030.C.5.h. Further, the Project site is not located within a Very High Fire Hazard Severity Zone as designated by CAL FIRE nor is it within a Wildfire Hazard Zone as designated in the Safety Element of the

	City's General Plan. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 2.3: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: ▶ Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly ▶ Increasing opportunities for active transportation (walking and biking) and transit use ▶ Encouraging the development of neighborhood grocery stores that provide fresh produce	**Consistent.** The Project site is within the larger GVSP, which includes existing and planned bikeways, trails, and pedestrian facilities. The Proposed Project would be designed in accordance with the Commercial, Business and Professional, and Light Industrial Guidelines of the GVSP, which state that non-residential planning areas should be designed to allow for the safe and convenient movement of pedestrians, bicycles, and vehicles. This would include providing accessible bicycle parking near the main entrances of buildings and convenient locations for ADA, carpool, and bicycle parking. In addition, the Proposed Project would not modify Case Road or include any other off-site improvements that would obstruct implementation of or conflict with either the Trail Master Plan or Active Transportation Plan. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 2.4: Promote development patterns and policies that: ▶ Reduce commute times ▶ Encourage the improvement of vacant properties and the reinvestment in neighborhoods ▶ Provide public space for people to congregate and interact socially ▶ Foster safe and attractive environments ▶ Encourage civic participation	**Consistent.** The Project site is currently vacant and undeveloped. The Proposed Project would continue buildout of the GVSP and would provide connections to the existing and planned transportation network within the GVSP area, including bikeways, trails, and pedestrian facilities. The Proposed Project would include the development of retail and restaurant uses, which would provide nearby dining and shopping options for the existing and future residents of the GVSP, thereby reducing travel distances and times. In addition, the Proposed Project would be designed in accordance with the GVSP Design Guidelines, which would ensure that the proposed development is aesthetically compatible with the rest of the GVSP area. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 2.6: Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.	**Consistent.** The Proposed Project would continue buildout of the GVSP and would provide connections to the existing and planned bikeways, trails, and pedestrian facilities within the GVSP area. In addition, the Proposed Project includes the development of restaurant uses and is adjacent to Perris Crossing shopping center, which contains a grocery store. Furthermore, as discussed in Section 4.3, "Air Quality," of this Addendum, the Proposed Project would result in a net reduction in operational criteria pollutant emissions compared to the approved GVSP land uses. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 3.1: Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.	**Consistent.** The Proposed Project would provide connections to the existing and planned bikeways, trails, and pedestrian facilities within the GVSP area. In addition, the project site is approximately 0.6-mile south of the South Perris Metrolink Station. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 3.5: Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	**Consistent.** The Proposed Project would include the development of retail, commercial, and industrial uses. The Proposed Project would provide dozens of new short-term jobs during construction. In addition, development of the proposed retail, commercial, and industrial uses would introduce new businesses to the City and therefore would promote job growth with new long-term employment for hotel, retail, restaurant, and industrial/warehouse workers. Long-term jobs may be part-time or full-time depending on duties and need and would provide employment for various income levels. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 6.1: Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.	**Consistent.** As discussed in Section 4.6, "Energy," of this Addendum, although implementation of the Proposed Project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, implementation

	of the Proposed Project would ensure various energy conservation and generation features would be incorporated into new development including the installation of renewable energy features and the installation of energy efficient appliances and features, which would align with the current and future California Energy Code and Building Code. Additionally, the Proposed Project provides a mix of land uses that would likely reduce the number of vehicle trips compared to the approved GVSP. The Proposed Project would not result in new operational energy demand or consumption that would be considered wasteful, unnecessary, or inefficient. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	**Consistent.** As discussed in Section 4.7, "Geology and Soils," and 4.10, "Hydrology and Water Quality," of this Addendum, the Proposed Project would comply with the SWRCB Construction General NPDES Permit and its requirements, including implementation of 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. In addition, the Proposed Project would include the construction of an additional water quality detention basin, in addition to maintaining an existing water quality detention basin, thereby reducing the amount and quality of runoff from the Project site. Further, all new landscaping associated with the Proposed Project would conform to all applicable codes and ordinances, including the City's water conservation requirements in Chapter 19.70 of the City of Perris Zoning Ordinance and the 2022 CALGreen Code. Therefore, the Proposed Project would be consistent with this policy.
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities. ▶ Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. ▶ All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. ▶ Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures, among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	**Consistent**. As discussed in Section 4.3, "Air Quality," of this Addendum, construction of the Proposed Project would be required to comply with applicable South Coast AQMD rules and regulations and would be subject to Mitigation Measure 4.9.3 from the 1990 Final EIR, which requires the implementation of fugitive dust control measures during construction as required by SCAQMD Rules 402 and 403. In addition, the Proposed Project would comply with the Perris Good Neighbor Guidelines and would implement Mitigation Measures AQ-1 through AQ-7 to further reduce construction and operational emissions. Therefore, the Proposed Project would be consistent with this policy.

Environmental Justice	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	**Consistent.** The Proposed Project would allow for development of the same types of land uses as those approved under the 1990 GVSP and, as such, would be consistent and compatible with the approved land uses of the 1990 GVSP. In addition, an approximately 104-foot-wide landscape area and 47.5-foot-wide parking and drive aisle for autos-only would be provided along the western boundary of the site to provide additional spacing between the proposed industrial development and future planned residential development in Planning Area 39 of the GVSP. Truck access to the proposed industrial uses would be provided from Case Road via Watson Road on the north side, and therefore would not occur through existing and future residential areas of the GVSP. Therefore, the Proposed Project would be consistent with this policy.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process	**Consistent.** As discussed in Section 4.9, "Hazards and Hazardous Materials," of this Addendum, the Project site was not listed on any hazardous materials databases (i.e., Envirostor and GeoTracker). Nonetheless, the Proposed Project would be subject to Mitigation Measure 4.2.3.5 from the 1990 Final EIR, which requires sampling and testing of the GVSP site, as well as thorough cleaning if any contamination is found. Therefore, the Proposed Project would be consistent with this policy.
Goal 3.1 Policy: As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	**Consistent.** The proposed industrial use would be developed in accordance with and would comply with all of the policies contained within the Perris Good Neighbor Guidelines to ensure the evaluation of air quality, health risk, and noise impacts; protection of public health, safety, and welfare by regulating the design, location, and operation of warehouse/distribution facilities; and protection of sensitive receptors, including neighborhood character of residential communities in the City of Perris. Therefore, the Proposed Project would be consistent with this policy.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A
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, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	Yes	N/A

4.12.1 Discussion

Since certification of the 1990 Final EIR, the State CEQA Guidelines Appendix G checklist has been modified to include analysis of mineral resources. As shown on the California Department of Conservation's mineral land classification maps, the GVSP area is not identified as a mineral resource site (DOC 2022). As such, the GVSP site is not considered to contain any mineral resources.

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 1990 Final EIR did not evaluate potential impacts on 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 not identified as a mineral resource site (DOC 2022). As urban land, the GVSP area is not considered to include any mineral resources. As a result, no significant mineral resources impacts would occur. Therefore, no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

Implementation of the Proposed Project would not result in new or substantially more severe significant impacts on mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
13. Noise. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 4-103 to 4-106 Impacts p. 4-107 to 4-109 Mitigation p. 4-109 to 4-110 and 4-112	No	No	Yes	Yes
b) Generation of excessive groundborne vibration or groundborne noise levels?	Not discussed in setting or in impact analysis.	No	No	No	Yes
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?	Setting p. 4-103 Impact p. 4-108 Mitigation p. 4-110 and 4-111	No	No	Yes, per updated ALUCP	Yes

4.13.1 Discussion

According to the 1990 Final EIR, the primary sources of noise in the Specific Plan study area include traffic on I-215 and surrounding roads, trains on the nearby AT&SF railroad, aircraft from March Air Force Base (now MARB/IPA), and operations at the Perris Valley Airport. Ambient noise levels in and near the GVSP area have likely increased since the GVSP Final EIR was certified 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.

Since approval of the GVSP, standards for construction-generated and operational noise were added to Chapter 7.34 – Noise Control of the City of Perris Municipal Code in 2000 and the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005, which included a Noise Element. 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 in the Noise Element for the

protection of the noise environment (City of Perris 2016). The Noise Element policies that are applicable to the GVSP 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 II.A:** Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.
- **Policy III.A:** Mitigate existing and future noise impacts resulting from train movement.
- **Policy IV.A:** Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.
- **Policy V.A:** New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

The Perris Good Neighbor Guidelines were not in place at the time of the 1990 Final EIR. The Proposed Project would be consistent with the following Perris Good Neighbor Guidelines policies related to noise:

- 1.3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- 1.4. Truck loading bays and drive aisles shall be designed to minimize truck noise.
- 1.6. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
- 1.12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- 1.16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- 1.19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- 3.1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- 3.2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- 3.3. Truck traffic shall be routed to impact the least number of sensitive receptors.
- 3.4. To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- 4.1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
- 4.2. A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.
- 4.4. Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- 4.8. An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to

sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.

- 4.9. Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.
- 4.10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
- 5.1. Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- 5.2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- 5.3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- 5.7. Encourage facility owners/management to coordinate an outreach program that will educate the public.
- 5.9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
- 6.1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- 6.3. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
- 6.4. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- 6.8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- 6.9. Minimize noise from construction activities.
- 7.4. A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and off-site increases to ambient noise levels.

The following analysis of noise impacts from the Proposed Project is summarized from the *Green Valley Specific Plan (Case Road Mixed Use) Noise and Vibration Analysis*, prepared by Urban Crossroads, Inc. (2024a [which may be found in Appendix K along with detailed noise modeling results]). This study has been prepared to satisfy applicable City of Perris standards and thresholds of significance based.

To assess the existing noise level environment, 24-hour noise level measurements were taken at four locations in the Project study area. Table 4.11-1 provides a summary of the locations and the corresponding daytime and nighttime ambient noise levels, and the calculated 24-hour community noise equivalent level (CNEL) at each noise level measurement location.

Table 4.11-1 24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]		CNEL
		Daytime	Nighttime	
L1	Located east of the site near the residence at 25764 Trumble Rd.	64.1	60.0	67.3
L2	Located southwest of the site near the residence at 26038 Hull St.	65.7	60.6	68.7
L3	Located west of the site near the retail building at 3150 Case Rd.	55.5	48.8	57.3
L4	Located northwest of the site near existing industrial land use at 27010 Watson Rd.	49.2	45.5	53.3

[1] Energy (logarithmic) average levels.

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Source: Urban Crossroads 2024a, Table 5-1

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, were identified as representative locations for analysis:

- **R1:** Location R1 represents the existing residence at 25780 Trumble Road, approximately 1,793 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- **R2:** Location R2 represents the existing residence at 26038 Hull Street, approximately 1,925 feet southwest of the Project site. Receiver R2 is placed in the private outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- **R3:** Location R3 represents the planned future residential development within the GVSP located approximately 60 feet west of the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- **R4:** Location R4 represents the planned future residential development within the GVSP located approximately 45 feet west of the Project site with a planned 6-foot-high community block wall. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- **R5:** Location R5 represents the proposed future hotel development within the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

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?

Construction Noise

The GVSP Final EIR 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 Final EIR 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 Final EIR determined that this mitigation would reduce the impact to a less-than-significant level. However, the requirement that construction activity be limited to daytime hours does not necessarily address the impacts experienced at the sensitive receiver locations. The time-of-day restriction was reinforced when the City of Perris Municipal Code was amended in 2000 to state that it is unlawful for any person to "erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise between the hours of 7:00 p.m. and 7:00 a.m." Monday through Saturday or at any time on Sunday or a legal holiday (City of Perris Municipal Code Section 7.34.060). Section 7.34.060 of the City

of Perris Municipal Code also specifies that construction activity shall not exceed 80 decibels (dB) L_{max} in residential zones in the city.

The construction activities for the Proposed Project would be expected to be similar to those characterized in the GVSP Final EIR. Noise generated by the Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when operating at the Project site boundaries closest to the nearest sensitive receiver locations can reach high levels. Construction activities under the Proposed Project would require similar types and numbers of equipment operating at similar levels of intensity. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 85 dBA L_{max} when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. The construction noise levels are expected to range from 53.5 to 69.4 dBA L_{max} at the nearby receiver locations. The estimated construction noise levels at the adjacent noise sensitive receiver locations would satisfy the 80 dBA L_{max} construction noise level standard. Therefore, the noise impact due to Project construction activities is considered less than significant at all receiver locations.

There is a potential that nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad and loading dock areas. Since the nighttime concrete pours would take place outside the permitted City of Perris Municipal Code Section 7.34.060 hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday), the Project applicant would be required to obtain authorization for nighttime work from the City of Perris. The concrete pour activities noise levels during the building construction phase would range from 53.5 to 69.4 dBA L_{max} at the nearby receiver locations. With prior authorization from the City of Perris, the nighttime concrete pour activities would satisfy the 80 dBA L_{max} construction noise level standard. Therefore, the nighttime concrete pour noise levels are considered less than significant at the nearby noise-sensitive receiver locations.

Operational Noise

Operational noise from the Proposed Project is expected to consist of a combination of operations from loading dock activity, trailer parking, RV storage, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, pool activity, drive-through speakerphone, and truck movements. As shown in Table 4.11-2, the daytime hourly noise levels at the off-site receiver locations are expected to range from 46.4 to 66.7 dBA L_{max}, and the nighttime hourly noise levels at the off-site receiver locations are expected to range from 37.9 to 55.7 dBA L_{max}.

Table 4.11-2 Daytime and Nighttime Project Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{max})									
	R1		R2		R3		R4		R5	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
Loading Dock Activity	30.0	30.0	24.1	24.1	30.4	30.4	55.3	55.3	31.3	31.3
Trailer Parking	36.2	36.2	30.3	30.3	25.1	25.1	44.3	44.3	30.2	30.2
RV Storage	45.3	0.0	39.2	0.0	48.7	0.0	48.0	0.0	64.0	0.0
Roof-Top Air Conditioning Units	28.1	25.7	30.4	28.0	42.1	39.6	31.6	29.2	38.6	36.2
Trash Enclosure Activity	33.5	29.5	35.0	31.0	42.9	39.0	33.7	29.7	26.2	22.2
Parking Lot Vehicle Movements	31.3	31.3	34.7	34.7	53.7	53.7	33.2	33.2	51.4	51.4

Pool Activity	24.7	0.0	47.8	0.0	66.4	0.0	28.4	0.0	53.7	0.0
Drive-Through Speakerphone	13.6	9.6	16.2	12.2	23.9	19.9	9.4	5.5	5.0	1.1
Truck Movements	14.1	14.1	10.4	10.4	8.6	8.6	32.2	32.2	11.3	11.3
Total (All Noise Sources)	**46.4**	**38.9**	**48.9**	**37.9**	**66.7**	**54.0**	**56.4**	**55.7**	**64.6**	**51.6**

Source: Urban Crossroads 2024a, Tables 7-2 and 7-3

The operational noise levels associated with the Proposed Project would not exceed the City of Perris exterior noise level standards at the nearest sensitive receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Perris exterior noise level standards at nearby noise-sensitive receiver locations. Consistent with the City of Perris General Plan Noise Element, Implementation Measure V.A.1, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The City of Perris General Plan Noise Element requires new industrial facilities and large commercial facilities to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project site. As shown in Table 4.11-3, the 24-hour noise levels associated with the Project at the nearest receiver locations are expected to range from 40.3 to 57.5 dBA CNEL, which would be below the City of Perris 60 dBA CNEL exterior noise level standards.

Table 4.11-3 Operational Noise Level Compliance (CNEL)

Receiver Location	Project Operational Noise Levels			Exterior Noise Level Standards (CNEL)	Noise Level Standards Exceeded?
	Daytime (dBA L_{eq})	Nighttime (dBA L_{eq})	24-Hour (CNEL)		
R1	38.6	32.5	40.3	60	No
R2	36.1	33.3	40.3	60	No
R3	51.5	50.5	57.2	60	No
R4	48.4	47.7	54.4	60	No
R5	56.6	48.1	56.9	60	No

Source: Urban Crossroads 2024a, Table 7-5

As shown in Tables 4.11-4 and 4.11-5, noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions would increase between 0.0 to 3.6 dBA L_{eq} at the nearest receiver locations during daytime hours, and 0.0 to 4.2 dBA L_{eq} at the nearest receiver locations during nighttime hours. Therefore, the Project related operational noise increases at receivers located within the GVSP area would not experience an increase above the criteria of 5.0 L_{eq}.

Table 4.11-4 Daytime Project Operational Noise Level Increases (L_{eq})

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Noise Sensitive Land Use?	Increase Criteria	Increase Criteria Exceeded?
R1	38.6	L1	64.1	64.1	0.0	Yes	5.0	No
R2	36.1	L2	65.7	65.7	0.0	Yes	1.5	No
R3	51.5	L3	55.5	57.0	1.5	Yes	5.0	No
R4	48.4	L4	49.2	51.8	2.6	Yes	5.0	No
R5	56.6	L3	55.5	59.1	3.6	Yes	5.0	No

Source: Urban Crossroads 2024a, Table 7-6

Table 4.11-5 Nighttime Operational Noise Level Increases (L_{eq})

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Noise Sensitive Land Use?	Increase Criteria	Increase Criteria Exceeded?
R1	32.5	L1	60.0	60.0	0.0	Yes	5.0	No
R2	33.3	L2	60.6	60.6	0.0	Yes	5.0	No
R3	50.5	L3	48.8	52.7	3.9	Yes	5.0	No
R4	47.7	L4	45.5	49.7	4.2	Yes	5.0	No
R5	48.1	L3	48.8	51.5	2.7	Yes	5.0	No

Source: Urban Crossroads 2024a, Table 7-7

Off-Site Traffic Noise

Traffic generated by the operation of the proposed Project would influence the traffic noise levels in surrounding off-site areas and at the Project site. According to the *Green Valley Specific Plan (Case Road Mixed Use) Trip Generation Assessment*, (Urban Crossroads 2024b) the Project is anticipated to generate 17,149 fewer two-way trip ends per day as compared to the uses evaluated for the same areas within the 1990 Final EIR. Based on a comparison to the currently approved GVSP, the development of the Proposed Project is anticipated to result in a net reduction in trips. Therefore, since the Project represents a net reduction of 17,149 two-way trips per day compared to the currently approved land uses evaluated in the 1990 Final EIR, the off-site traffic noise levels generated by the Project are considered less than significant and no further analysis is required.

Based on the analysis above, no new or substantially more severe significant impacts would occur from Project-related construction noise. The conclusions of the GVSP Final EIR remain valid, and no further analysis is required.

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

Impacts from potential sources of groundborne noise and vibration were not discussed in the 1990 Final EIR. The *Green Valley Specific Plan (Case Road Mixed Use) Noise and Vibration Analysis* was prepared to evaluate the potential vibration impacts from construction and operation of the Proposed Project (Urban Crossroads 2024a). The GVSP and Proposed Project would not result in the development of any uses that would generate noticeable levels of groundborne noise or groundborne vibration during operations. It is anticipated that Project construction activity would result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Using the vibration source level of construction equipment and construction vibration assessment methodology published by the Federal Transit Administration, the potential for the Proposed Project to result in vibration building damage impacts was estimated. Table 4.11-6 presents the estimated vibration levels at the nearby building structure locations during Proposed Project construction.

Table 4.11-6 Construction Equipment Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)[3]						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,793'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R2	1,925'	0.000	0.000	0.000	0.000	0.000	0.000	0.3	No
R3	60'	0.001	0.009	0.020	0.024	0.056	0.056	0.3	No
R4	45'	0.001	0.014	0.031	0.037	0.087	0.087	0.3	No

"PPV" = Peak Particle Velocity

Source: Urban Crossroads 2024a

As shown in Table 4.11-6 above, the typical Project construction vibration levels would be below the building damage thresholds at all the sensitive receiver locations. In addition, the typical construction vibration levels would not likely be sustained during the entire construction period, but rather would occur only during the times that heavy construction equipment is operating. Therefore, the Project-related vibration impacts would be less than significant during typical construction activities at the Project site. Accordingly, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The conclusions of the 1990 Final EIR remain valid, and no further analysis is required.

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 1990 Final EIR evaluated potential airport-related noise impacts in Impact 4.10.2.2. The GVSP area is located along the southern edge of the Perris Valley Airport, a privately-owned airport open to public use. Its runways are generally oriented north-south. On page 4-108, the 1990 Final EIR explains that airport noise complaints begin to occur when residential land uses are exposed to exterior aircraft noise levels greater than 60 dB CNEL and that exterior noise levels up to 60 dB CNEL are generally considered "normally acceptable" and noise levels above 65 dB CNEL are considered "normally unacceptable" at residential land uses. The discussion about aircraft noise in the 1990 Final EIR does not discuss the interior noise standard of 45 dB CNEL. Nonetheless, as the 1990 Final EIR explained, residential land uses would be exposed to single-event flyover noise on a regular basis. It noted 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 Measure 4.10.3.2 on pages 4-110 and 4-111 of the GVSP Final EIR requires avigation easements be given to the Perris Valley Airport that do not restrict airport operations and include reference to effects in the airport's vicinity including noise impacts. The 1990 Final EIR determined that this mitigation would reduce aircraft noise impacts to a less-than-significant level.

Since certification of the 1990 Final EIR, the most recent update to the ALUCP for Perris Valley Airport was adopted by the Riverside County ALUC in 2011. 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 the time that the ALUCP 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 ALUC 2011: W8-5). The ALUCP presents aircraft noise contours for this projected level of aircraft operations. According to these contours, no portion of the Proposed Project is located within the airport's noise contours (Riverside County ALUC 2011). Additionally, the Project site is not located within the Airport Influence Area or any compatibility zones as designated in the ALUCP for Perris Valley Airport, and therefore is not subject to Mitigation Measure 4.6.3.1 (Onsite and Surrounding Land Use – Perris Valley Airport) of the 1990 Final EIR,

which requires avigation easements and limitations on structures and activities in various Compatibility Zones (see p. 5-12 of the MMRP in Appendix A of this Addendum).

A majority of the GVSP area is also within the adopted airport Influence Area for MARB/IPA and is subject to the 2014 MARB/IPA ALUCP (Riverside County ALUC 2014). MARB/IPA is located approximately 8 miles north of the Project site. According to the 2014 MARB/IPA ALUCP, the Project site is within Compatibility Zones D and E of the Airport Influence Area for this airport. The commercial and industrial land uses of the Proposed Project would be compatible with Zones D and E of the MARB/IPA ALUCP (Riverside County ALUC 2014: Map MA-1). Land uses within Zone E are considered to have a low noise impact and are beyond the 55 CNEL noise contour (Riverside County ALUC 2014: 3). Furthermore, the Proposed Project does not include the development of any residential or other noise sensitive land uses. Thus, development associated with the Proposed Project would not be adversely affected by airport noise from MARB/IPA, nor would it exacerbate noise from this airport.

The presence of Perris Valley Airport and the fact it is expected to host increasing levels of aircraft activity was known at the time the 1990 Final EIR was certified. The level of expected growth in operations at Perris Valley Airport is not considered a new circumstance involving new or substantially more severe significant impacts than existed at the time 1990 Final EIR was certified. The Proposed Project would allow for development of the same type of land uses (e.g., industrial and commercial) as those evaluated in the certified 1990 Final EIR. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The conclusions of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

Based on the results of the noise analysis above, the mitigation measures adopted with the certified 1990 Final EIR would not be required for the Proposed Project.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to noise and vibration.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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	No	Yes
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	No	N/A

4.14.1 Discussion

No substantial change in the regulatory settings related to population and housing, as described in 1990 Final EIR Section 4.7, Population and Housing, has occurred since certification of the 1990 Final EIR.

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 1990 Final 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 Proposed Project does not include the construction of any residential uses; however, it includes the construction of retail, commercial, and industrial uses. Development of the proposed retail, commercial, and industrial uses would introduce new businesses to the City. However, the development of these uses would be consistent with the GVSP because the Proposed Project would not result in an increase in the overall amount of commercial or industrial development within the GVSP area proposed and approved under the GVSP in 1990. Further, the Proposed Project would not result in any changes to the land use designations in Planning Areas 40, 41, and 44 of the adopted 1990 GVSP. As such, direct and indirect population growth from the Proposed Project is already accounted for in the 1990 Final EIR. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The findings of the 1990 Final 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 1990 Final EIR did not evaluate the potential for the GVSP to displace homes or people, or the need for replacement housing. As described in the 1990 Final EIR, the GVSP site was composed of uninhabited agricultural land. Most of the land within the GVSP is still undeveloped today, including the Project site. As such, no people or homes would be displaced by the Proposed Project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

No mitigation measures were required in the 1990 Final EIR for population and housing impacts. No additional mitigation measures are required for the Proposed Project for this issue.

Conclusion

Since the 1990 Final EIR was certified and adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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	No	Yes
ii) Police protection?	Setting p. 4-118 Impact 4.12.1.2	No	No	No	Yes
iii) Schools?	Setting p. 4-126 Impact 4.12.4.2	No	No	No	Yes
iv) Parks?	See below in Section 4.15, Recreation	No	No	No	Yes

4.15.1 Discussion

The City's Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy related to public services from the Land Use Element would apply to the GVSP:

- **Policy II.B:** Require new development to include school facilities or pay school impact fees, where appropriate

The following policy related to public services from the Open Space Element would apply to the GVSP:

- **Policy I.B:** Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.

The following policy related to public services from the Healthy Community Element would apply to the GVSP:

- **Policy HC 1.3:** Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.

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 1990 Final 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 1990 Final EIR requires site dedication within the GVSP area for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. Dedication of a fire station site is not required within the Proposed Project Planning Areas; however, the remainder of the mitigation requirements would still apply. This mitigation would ensure that impacts related to fire protection would be reduced to a less-than-significant level. The Proposed Project would not change the location or overall amount of commercial or industrial development that could occur in the GVSP area. The mitigation required in the 1990 Final EIR would continue to apply to the Proposed Project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Police protection?

Impact 4.12.1.2 of the 1990 Final 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 1990 Final EIR required payment of City fees that would generate revenue for the City to cover the costs of the additional officers. The 1990 Final EIR concluded that the GVSP would result in a less-than-significant impact with implementation of this mitigation. The Proposed Project would not change the location or overall amount of commercial and industrial development within the GVSP area that was approved under the GVSP in 1990. The mitigation required in the 1990 Final EIR would continue to apply to the Proposed Project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Schools?

The 1990 Final 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 buildout of the GVSP, but that impacts would be reduced to a less-than-significant level with the incorporation of mitigation. Mitigation Measure 4.12.4.3 included in the 1990 Final 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, as disclosed in the 1990 Final EIR.

The Proposed Project includes the development of retail, commercial, and industrial uses. The Proposed Project does not include the development of any residential uses. The Proposed Project would not result in an increase in the overall amount of commercial or industrial development within the GVSP area proposed and approved under the GVSP in 1990. As such, any school-age children of employees generated by the Proposed Project would already be

accounted for in the approximately 3,991 new students created by buildout of the GVSP, as analyzed in the 1990 Final EIR. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final 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 required in the certified 1990 Final EIR and would continue to be applicable if the Proposed Project is approved.

- **Mitigation Measure 4.12.1.3:** Police Protection (see p. 4-118 of the 1990 Final EIR and p. 5- 24 of the GVSP MMRP [Appendix A])
- **Mitigation Measure 4.12.2.3:** Fire Protection (see p. 4-119 of the 1990 Final EIR and p. 5- 24 of the GVSP MMRP [Appendix A])
- **Mitigation Measure 4.12.4.3:** Public Schools (see pages 4-128 and 4-129 of the 1990 Final EIR and p. 5- 27 of the GVSP MMRP [Appendix A])

The 1990 Final EIR concluded that impacts related to public services would be reduced to a less-than-significant level after mitigation. These conclusions would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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	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	No	Yes

4.16.1 Discussion

The City's Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policies related to recreation from the Open Space Element would apply to the GVSP:

- **Policy I.B:** Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.
- **Policy II.A:** All development will be accessible by a trail system.

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

The 1990 Final EIR evaluated potential impacts of the GVSP related to parks and recreation and concluded that the GVSP would not result in 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 1990 Final EIR, the GVSP required 35.1 acres of park land. The GVSP would include 93.9 acres of parkland (see Figure 2-3 of the 1990 Final EIR), thereby exceeding the requirements of the Quimby Act. The Proposed Project would not increase or decrease total park acreage in the GVSP area. Because the total population within the GVSP area would not increase under the Proposed Project and the Proposed Project would not increase or reduce the acreage of park space in the GVSP area, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

No mitigation measures were required in the 1990 Final EIR for recreation impacts. No additional mitigation measures are required for the Proposed Project for this issue.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on recreation.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	No	N/A
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	No	N/A
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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	No	N/A
d) Result in inadequate emergency access?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	No	No	N/A

4.17.1 Discussion

The vehicle miles traveled (VMT) associated with the land uses developed under the GVSP were not analyzed in the Final EIR 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 GHG emissions, the VMT associated with land use development was not commonly addressed in CEQA documents. At the time the GVSP EIR was prepared through when the Final EIR was certified, no agencies in California, such as the Governor's Office of Planning and Research, 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 transportation impacts of proposed projects. The regulatory setting provided below does not constitute "new information" as defined in State 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 Final EIR was certified, 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 to develop new CEQA guidelines that address transportation metrics under CEQA. Enacted as part of Senate Bill 743 (2013), Public Resources Code (PRC) section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [the Governor's Office of Planning and Research] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Subdivision (b)(2) of PRC section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any." (*emphasis* added)

The Governor's Office of Planning and Research published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated State CEQA Guidelines were adopted on December 28, 2018, and according to the current State CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining the significance of transportation impacts. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines applies 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 2020a).

The TIA Guidelines are based on the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA and the Western Riverside Council of Governments 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 2020a).

City of Perris Active Transportation Plan

The City of Perris Active Transportation Plan was adopted in December 2020 providing a vision for walking and biking in the city (City of Perris 2020b). The Active Transportation Plan is centered around the following four goals: Improve Health and Safety, Improve Access and Comfort, Enhance Transportation Affordability, and Commit to Maintain and Expand the Network. The Active Transportation Plan identifies infrastructural and programmatic recommendations to increase walking and biking as well as establish strategies for implementation including funding mechanisms and design guidelines.

City of Perris Comprehensive General Plan 2030

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). 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 2022). The policies that are applicable to the Proposed 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 LOS-based policies, implementation measures, and targets for roadway segments and intersections within the City of Perris. The following analysis provides a comparison of the Proposed Project to generally the same area in the adopted GVSP. The transportation analysis for the certified Final EIR was conducted by Basmaycian-Darnell, Inc. in 1989. The evaluation of potential new impacts resulting from the implementation of the Proposed Project is based on the *Green Valley Specific Plan (Case Road Mixed-Use Development) Trip Generation Assessment (Trip Generation Memo*) prepared by Urban Crossroads, Inc. (see Appendix G of this Addendum).

Other General Plan policies that address transportation are listed below:

- **Policy IX.A (Conservation Element):** Encourage land uses and new development that support alternatives to the single occupant vehicle.
- **Policy S-2.1 (Safety Element):** Require road upgrades as part of new development remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.

- **Policy S-2.5 (Safety Element):** Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- **Policy S-5.6 (Safety Element):** All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.
- **Policy HC 2.3 (Healthy Community Element):** Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:
  - Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly Increasing opportunities for active transportation (walking and biking) and transit use.
  - Increasing opportunities for active transportation (walking and biking) and transit use.
- **Policy HC 3.1 (Healthy Community Element):** Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.

The Perris Good Neighbor Guidelines were not in place at the time of the 1990 Final EIR. The Proposed Project would be consistent with the following Perris Good Neighbor Guidelines policies related to transportation:

- 1.3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- 1.7. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
- 1.8. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.
- 1.9. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
- 1.10. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
- 1.11. It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
- 1.12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- 1.15. Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- 1.16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- 1.18. Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- 1.19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- 3.1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.

- 3.2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- 3.3. Truck traffic shall be routed to impact the least number of sensitive receptors.
- 3.4. To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- 3.5. Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- 3.6. Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- 4.10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
- 5.2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- 5.3. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- 5.4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- 5.10. Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
- 6.8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- 7.5. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

This environmental review has been prepared to evaluate whether the Proposed Project would result in new or substantially more severe significant transportation impacts compared to those identified in the certified 1990 Final EIR for the GVSP.

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

Impacts on the Transit System

The 1990 Final EIR did not evaluate the potential for impacts related to public transit. However, as discussed in Mitigation Measure 4.8.3 on page 4-89 of the 1990 Final EIR, future project applicants are required to provide bus pull-out areas and shelters within the GVSP area to mitigate traffic impacts from buildout of the GVSP. Mitigation Measure 4.8.3 states that the location and number of bus pull-outs are subject to the approval of the City, Riverside Transit Agency, and school districts.

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 Proposed Project. Additionally, the Proposed 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 significant impacts would occur. Therefore, the findings of the GVSP Final EIR remain valid, and no further analysis is required.

Impacts on Roadway Facilities

The 1990 Final EIR discussed the potential impacts of the GVSP on intersection and roadway LOS on pages 4-69, 4-74, 4-75, and in Figure 4-14 on page 4-85. The analysis determined that the traffic generated by the GVSP would contribute substantially and have a significant adverse impact on the local circulation network. Traffic and circulation mitigation measures proposed within the 1990 Final EIR, which can be found on pages 4-89 to 4-92 of the EIR, consisted of a variety of intersection and roadway segment improvements, the provision of bus pull-out areas and shelters, and an areawide transportation improvement program. With implementation of the recommended 1990 Final EIR mitigation measures, it was concluded that the transportation and circulation impacts would be reduced to a less-than-significant level.

The trip generation analysis within this section is based on the analysis and findings of the *Trip Generation Memo* prepared by Urban Crossroads, Inc. in March 2024, which compares the trip generation associated with the Proposed Project to that of the uses evaluated in the 1990 Final EIR. The *Trip Generation Memo* is included as Appendix G and provides additional detailed information, data, and calculations related to the trip generation assessment. In order to provide a comparison of the previously approved uses to those currently proposed, the following trip generation assessment considers the entirety of Planning Areas 40, 41, 42, 43, and 44 which includes the existing 319,000 square feet of commercial retail use (Urban Crossroads 2024: 2). The 1990 Final EIR assumed the development of 471,500 square feet of general commercial use and 564,000 square feet of business park use within Planning Areas 40 through 44. The trip generation for the uses within Planning Areas 40 through 44 as evaluated in the 1990 Final EIR is summarized in Table 4.17-1 below.

Table 4.17-1 1990 GVSP EIR Trip Generation Rates

Planning Area	Quantity	Daily Trip Generation[1]
Planning Area 40: Business Park	302,000 SF	3,481
Planning Area 41: Business Park	262,000 SF	3,273
Planning Area 42	118,500 SF	7,811
Planning Area 43	153,500 SF	9,163
Planning Area 44	199,500 SF	10,849
Total Trips	**1,035,500 SF**	**34,577**

[1] Trip generation in the 1990 Final EIR was calculated using Institute of Transportation Engineers (ITE), Trip Generation Manual, Fourth Edition

Source: Urban Crossroads 2024.

As shown in Table 4.17-1 above, the 1990 Final EIR determined that the buildout of Planning Areas 40 through 44 would generate a total of approximately 34,577 two-way trips per day, including 1,494 trips during the AM peak hour and 2,986 trips during the PM peak hour. Table 4.17-2 presents the trip generation for the proposed Project.

Table 4.17-2 Trip Generation Rates of the Proposed Project

Land Use	Quantity	Daily Trip Generation
Self-Storage Facility	116,000 SF	168
Recreational Vehicle (RV) Storage	215 Spaces	40
High-Cube Fulfillment Center	498,000 SF	3,210
Hotel	128 Rooms	538
Commercial[1]	319,000 SF	11,756
High Turnover (Sit-Down) Restaurant	21,600 SF	950
Fast-Food Restaurant with Drive-Thru	5,600 SF	766
Total Trips		**17,428**

[1] The 319,000 square feet of general commercial use that currently exists at Case Road and Ethanac Road.

Source: Urban Crossroads 2024.

As shown in Table 4.17-2, the land uses for the Proposed Project would generate approximately 17,428 two-way trips per day, which is 17,149 fewer two-way trips per day compared to the currently approved land uses evaluated in the 1990 Final EIR. Thus, the Proposed Project would result in reduced trip generation and impacts on the roadway system would not be substantially more severe than previously analyzed in the 1990 Final EIR.

Impacts on 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 1990 Final EIR. This section states that the GVSP will include provisions for non-vehicular circulation and will be linked with the regional trail system.

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 includes recommended improvements to the existing off-street and on-street bikeways and trails, as well as recommended additional facilities, amenities, and crossings. Additionally, the Trail Master Plan and the Active Transportation Plan identify Class II bicycle facilities along the entirety of Ethanac Road within the vicinity of the Project site (City of Perris 2013: Exhibit 8-1; City of Perris 2020b: 14, respectively). Within the Active Transportation Plan these facilities are identified as Class IIB bicycle facilities (Buffered Bike Lanes). The Active Transportation Plan also recommends Class IIB bicycle facilities along Case Road between Watson Road and Ethanac Road (City of Perris 2020b: 132).

The Proposed Project would be designed in accordance with the Commercial, Business and Professional, and Light Industrial Guidelines of the GVSP, which state that non-residential planning areas should be designed to allow for the safe and convenient movement of pedestrians, bicycles, and vehicles (City of Perris 2023: 4-29). This would include accessible bicycle parking near the main entrances of buildings and convenient locations for Americans with Disability Act (ADA), carpool, and bicycle parking. In addition, the Proposed Project would not modify Case Road or include any other off-site improvements that would obstruct implementation of or conflict with either the Trail Master Plan or Active Transportation Plan. Although the Proposed Project would include the construction of multiple driveways, no ingress/egress routes would be constructed along Case Road (see Figure 2-5). Therefore, there would be no conflict between trucks accessing the proposed industrial development site and bicyclists or pedestrians using planned bicycle and pedestrian facilities along the Proposed Project frontage on Case Road. Further, the 1990 Final EIR included mitigation measures to address the significant impacts of the GVSP on traffic and circulation. As required by Mitigation Measure 4.8.3 of the 1990 Final EIR, bike racks and bike lockers should be provided in commercial and industrial areas as determined during the development plan review process. Additionally, Mitigation Measure 4.8.3 requires applicants of future commercial development to consider the use of flex-time work scheduling and ride sharing coordination.

Thus, the Proposed Project would not disrupt existing or planned bicycle or 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 significant impacts would occur. Therefore, the findings of the 1990 Final 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)?

As discussed above, VMT associated with the land uses developed under the GVSP were not analyzed in the Final EIR certified in 1990. However, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the 1990 Final EIR was certified, the changes in regulatory setting related to VMT analysis (i.e., SB 743 and subsequent updates to the State CEQA Guidelines) do not constitute "new information" as defined in State CEQA Guidelines Section 15162. This was further confirmed in *Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, when the Court of Appeal, citing *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320, held that subsequent changes to the CEQA Guidelines are not "new information" triggering Section 21166(c), so long as the underlying environmental issue was understood at the time of the initial EIR. In *Olen Properties Corp. v. City of Newport Beach,* the Court of Appeal concluded that an addendum to a previously certified EIR does not need to include a VMT analysis when the previously certified EIR used LOS methodology, and instead may properly analyze traffic impacts under the prior LOS methodology. For these reasons, a VMT analysis was not completed for the Proposed Project.

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 Final 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 described in Mitigation Measure 4.8.3 on page 4-89 in the 1990 Final EIR, transportation improvements shall conform to the City of Perris' design standards.

The effects associated with Proposed Project construction would be short-term temporary. As detailed in Chapter 2, "Project Description," construction of the Proposed Project would occur in accordance with the City's Municipal Code over a period of approximately 27 months. All phases of construction would be required to comply with City and industrywide standards and regulations to take appropriate precautions during the hauling of construction materials and use of construction vehicles.

Although the Proposed Project would include the construction of new driveways, associated parking, and signage to serve the new uses, the Proposed Project would not alter the existing roadway network. All new internal roadways constructed as part of the Proposed Project would be designed and constructed in accordance with applicable roadway design and safety standards established by the City. Additionally, the proposed industrial uses would be designed to provide adequate onsite queuing for commercial trucks and passenger vehicles in accordance with Policies 1.12 and 3.5 of the Perris Good Neighbor Guidelines. Compliance with these standards would ensure that the Proposed Project would provide adequate site distances and access for vehicles entering and leaving any of the sites within the Proposed Project area.

Because all transportation improvements related to the Proposed Project would be required to conform to City design standards, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

d) Result in inadequate emergency access?

The 1990 Final EIR did not evaluate potential impacts related to emergency access. Buildout of the GVSP would add additional roadways and connections to a generally semi-rural area, thereby providing additional routes for emergency access.

The Proposed Project would involve the construction of new driveways, associated parking, and signage to serve the proposed new development. As discussed on page 4-88 and described in Mitigation Measure 4.8.3 on page 4-89 in

the 1990 Final EIR, transportation improvements are required to conform to the City of Perris' design standards. Therefore, new site access points and internal circulation network improvements associated with the Proposed Project would be subject to review by the City and Riverside County Fire Department, which provides fire and emergency response services to the City. This would ensure that the Proposed Project would be designed to meet all applicable emergency access and design standards. Therefore, no new significant impacts or substantially more severe significant impacts related to emergency access would occur. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

Portions of the following mitigation measure from the certified 1990 Final EIR and would continue to be applicable if the Proposed Project is 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 page 4-89 of the GVSP Final EIR and page 5-14 of the GVSP MMRP [Appendix A])
- **Mitigation Measure 4.8.3 – Areawide Measures:** 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 (see page 4-92 of the GVSP Final EIR and pages 5-17 of the GVSP MMRP [Appendix A]):
  - For commercial areas, the use of flex-time work scheduling and ridesharing coordination shall be considered. The position would coordinate with Caltrans in the dissemination of information about ride sharing, commuter services, rapid transit, bus service and park n ride.
  - Bike racks and bike lockers should be provided in commercial and industrial areas as determined during development plan review.

Conclusion

Since the 1990 Final EIR was certified, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the 1990 Final EIR remain valid and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on transportation.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	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 State CEQA Guidelines Appendix G when 1990 Final EIR was certified	No	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.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	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 pages 4-121 to 4-122 Impact 4.12.3.2	No	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 pages 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes	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	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 pages 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes	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	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	No	Yes

4.19.1 Discussion

Since certification of the 1990 Final EIR, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). 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 related to utilities and service systems was adopted within the Land Use Element as follows:

- **Policy II.A:** Require new development to pay its full, fair-share of infrastructure costs.

The following policy related to utilities from the Safety Element would apply to the GVSP:

- **Policy S-5.10:** Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

The policies related to utilities from the Conservation Element (approved July 2005) applicable to the Proposed Project are 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 question d) below.

Consistent with Policy VIII.A of the Conservation Element, Mitigation Measure 4.12.3.3 of the 1990 Final EIR (p. 4-125) provides suggested methods of achieving water conservation goals for the Proposed 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 1990 Final EIR stated that the GVSP would include water and wastewater lines within the GVSP area that would connect to existing utility lines outside of the GVSP area. 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 1990 Final EIR. The Proposed Project would not increase the overall amount of commercial or industrial development within the GVSP area proposed and approved under the GVSP in 1990. Therefore, the Proposed Project would not require new or expanded water or wastewater facilities beyond those already anticipated under the approved GVSP and analyzed in the certified 1990 Final EIR. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP 1990 Final 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 1990 Final EIR evaluated impacts related to changes in existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3 included in the 1990 Final EIR requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. The Proposed 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 what was evaluated in the certified 1990 Final EIR. The Proposed Project would continue to comply with mitigation requirements outlined in the adopted mitigation for the GVSP. 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 from the 1990 Final EIR and to ensure the recommendations of the drainage studies, if any, are followed. With implementation of this mitigation, no new significant impacts or

substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final 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?

The GVSP area is within a part of the City that is supplied water by the City of Perris Public Works Department. The 1990 GVSP was approved and entitlements were issued 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 1990 Final EIR addressed water supply in Impact 4.12.3.2 and estimated average day water demands of approximately 5 million gallons per day and peak day demand of 8.8 million gallons per day at buildout (Final EIR 1990: 4-122). The mitigation for the GVSP (see Mitigation Measure 4.12.3.3 of the 1990 Final EIR on p. 4-125) includes requirements for the acquisition of a water storage tank, preparation of a water facilities master plan, payment of impact fees, and plans for water conservation. The 1990 Final EIR determined that the GVSP would result in less-than-significant impacts with implementation of mitigation.

Since the certification of the 1990 Final EIR, the City of Perris adopted an update to its General Plan in 2005 (General Plan 2030), which includes measures to ensure adequate water supplies are maintained for future development. Additionally, the EMWD's Urban Water Management Plan (UWMP) has been updated since approval of the GVSP, with the latest update being adopted by the EMWD on June 30, 2021, as the 2020 UWMP. Currently, the City purchases approximately 640 million gallons of water each year (or approximately 1.8 million gallons of water per day) from the 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 (City of Perris 2022).

Implementation Measure V.A.1 of the Conservation Element of General Plan 2030 requires the City of Perris to work with the EMWD to ensure that development does not outpace water supply, consistent with the EMWD's UWMP (City of Perris 2005). Information provided in the EMWD's 2020 UWMP shows there would be sufficient water supplies to meet the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry, and historic multiple-dry year conditions (EMWD 2021a).

Additionally, California Water Code Sections 10910-10915, enacted in 2005, require preparation of a water supply assessment to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted UWMP. The preparation of a water supply assessment is required for projects that meet the definition of a water demand project, which includes the proposed development of over 40 acres of land, meeting certain criteria specified in SB 610 (2001). In accordance with the California Water Code, a Water Supply Assessment was prepared for the Proposed Project (EMWD 2023), which was approved by the EMWD Board of Directors on July 19, 2023. The Water Supply Assessment is provided as Appendix J to this Addendum. The Water Supply Assessment determined that the EMWD would have adequate water supplies to meet the potable water demand for the Proposed Project as part of its existing and future demands (EMWD 2023).

According to the Water Supply Assessment, the demand projections in the 2020 UWMP for the parcels covering the Project site were estimated to have a total water demand of 111.44 acre-feet per year, or an average daily demand of approximately 99,415 gallons per day. However, based on the proposed development, the Proposed Project would have a total water demand of 75.15 acre-feet per year, or an average daily demand of approximately 66,040 gallons per day, which is well within the EMWD's demand capacity in the 2020 UWMP. The Water Supply Assessment further states that the EMWD relies on the Metropolitan Water District (MWD) of Southern California and local resources to meet the needs of its growing population. The MWD demonstrated in the 2020 MWD UWMP that with the addition of all water supplies, existing and planned, the MWD has the ability to meet all of its member agencies' projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios (EMWD 2023: 22). The Water Supply Assessment concludes that the EMWD will be able to provide adequate water supplies to meet the potable water demand for the Proposed Project as part of its existing and future demands. In conclusion, based on the most recent UWMP and the Water Supply Assessment prepared for the Proposed Project, no new significant

impacts or substantially more severe significant impacts would occur with respect to water supply and demand. Therefore, the findings of the 1990 Final 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 entitlements were issued 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 1990 Final EIR addressed wastewater generation and treatment in Impact 4.12.3.2 and estimated the expected wastewater generation from buildout of the GVSP would be 2.1 million gallons per day and noted the EMWD's Perris Valley Regional Water Reclamation Facility had a capacity of 1 million gallons per day. Since the GVSP was approved in 1990, the facility's capacity has been expanded to a current capacity of 22 million gallons per day with an ultimate planned capacity of 100 million gallons per day, with typical daily flows at 15.5 million gallons per day (EMWD 2021b). To provide a conservative estimate in assuming all water would end up as wastewater and conveyed through the municipal stormwater system, the Proposed Project is estimated to generate 0.067 million gallons per day (67,040 gallons per day) of wastewater, which is well within the Perris Valley Regional Water Reclamation Facility daily capacity of 22 million gallons per day and typical daily flows of 15.5 million gallons per day. In addition, mitigation for the GVSP (see Mitigation Measure 4.12.3.3 of the GVSP 1990 Final EIR on p. 4-125) requires sewage disposal facilities to be installed within the subdivision at the plot plan stage, requires the Project applicant to execute agreements with EMWD to ensure financing of additional wastewater treatment capacity at the final tract map stage, and requires the capital cost of new sewer pipelines, pump stations, reservoirs and treatment works to be borne by the Project applicant and dedicated to the EMWD after construction and certification. The Proposed Project would continue to implement mitigation adopted for the GVSP with the certified 1990 Final EIR, including Mitigation Measure 4.12.3.3. Therefore, no new significant impacts or substantially more severe significant impacts would occur as a result of the Proposed Project. The findings of the 1990 Final 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 1990 Final 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 the incorporation of mitigation. Mitigation Measure 4.12.7.3 from the 1990 Final EIR includes requirements for the reduction of solid waste and installation of trash compactors in new homes.

The Proposed 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., the total amount of commercial and industrial development within the GVSP area would not increase compared to what was analyzed in the 1990 Final EIR). Further, the Proposed Project would continue to implement mitigation adopted for the GVSP. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 Final EIR remain valid, and no further analysis is required.

f) Comply with federal, state, and local statutes and regulations related to solid waste?

As discussed under question e) above, the 1990 Final 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 the incorporation of mitigation. On page 4-133 of the 1990 Final EIR, mitigation for solid waste impacts includes the requirement that disposal of waste would be done in accordance with all applicable regulations. The Proposed 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., the total amount of commercial and industrial square footage would not increase within the GVSP compared to what was analyzed in the 1990 Final EIR) and would not preclude or hinder compliance with applicable regulations. No new

significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified 1990 Final EIR and would continue to remain applicable if the Proposed Project is approved.

- **Mitigation Measure 4.3.3:** Site Runoff, Water Quality, and Erosion and Sedimentation (see pages 4-18 and 4-19 of the 1990 Final EIR and pages 5- 8 and 5-9 of the GVSP MMRP [Appendix A])
- **Mitigation Measure 4.12.3.3:** Water and Sewer (see pages 4-124 and 4-125 of the 1990 Final EIR and pages 5- 25 and 5-26 of the GVSP MMRP [Appendix A])
- **Mitigation Measure 4.12.7.3:** Solid Waste (see pages 4-133 and 4-134 of the 1990 Final EIR and pages 5- 28 and 5-29 of the GVSP MMRP [Appendix A)

The 1990 Final EIR concluded that impacts related to utilities and service systems would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on utilities and service systems.

4.20 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
20. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified.	No	No	No	N/A
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified	No	No	No	N/A
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified	No	No	No	N/A
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified	No	No	No	Yes

4.20.1 Discussion

Since certification of the 1990 Final EIR, Appendix G of the State CEQA Guidelines has been amended to address wildfire impacts. Additionally, the City's Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policies related to wildfires from the Safety Element would apply to the GVSP:

- Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.

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

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program maps, the GVSP area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the GVSP area is not identified as being within a Wildfire Hazard Area in the Safety Element of the City's General Plan (City of Perris 2022: Figure S-5). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 Final EIR remain valid, and no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

Implementation of the Proposed Project would not result in new or substantially more severe significant impacts associated with wildfire.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	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?
21. 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	Yes, mitigation has been updated (Air Quality, Biological Resources, Cultural Resources, and Geology [paleontological resources])
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Cumulative Impacts Pages 5-1 to 5-10	No	No	No	Yes
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 Geology and Soils Pages 4-1 to 4-9 Toxic Substances	No	No	Yes	Yes, mitigation has been updated (Air Quality, Geology, Hydrology)

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	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?
21. Mandatory Findings of Significance					
	Page 4-137 Hydrology and Drainage Pages 4-10 to 4-19 Noise Pages 4-103 to 4-112 Transportation and Circulation Pages 4-62 to 4-92				

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 uses proposed within the Project site 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 in the GVSP 1990 Final EIR. As described in Section 4.4, "Biological Resources" of this Addendum, biological surveys of the site were conducted (see Appendix D of this document) since the 1990 Final EIR that have detected additional special-status species in and adjacent to the Project site area. Although the occurrence of these additional special-status species is new information since the 1990 Final EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1 and BIO-2, the Proposed Project would not result in any new or substantially more severe significant biological resources impacts. The Proposed Project would not change the location or amount of land that would be disturbed under the GVSP or increase the amount of habitat that may be disturbed by the GVSP (i.e., the total amount of commercial and industrial development would not increase within the overall GVSP area compared to what was analyzed in the 1990 Final EIR).

As described in Section 4.5, "Cultural Resources" of this Addendum, a records search and pedestrian survey were conducted for the Proposed Project and no known historical resources, archeological resources eligible for listing, or burial sites were identified. Implementation of Mitigation Measure 4.5.3, as updated through Mitigation Measures CUL-1 and CUL-2, would minimize the potential for impacts.

Analyses of potential effects of the Proposed Project above, based on current conditions and the updated biological and cultural resource studies completed for the Proposed Project, show that no new information of substantial importance has been identified and no new circumstances or project changes have occurred that would require new analysis or verification since certification of the 1990 Final EIR. Therefore, the conclusions of the 1990 Final EIR remain valid, and implementation of the Proposed 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 uses proposed within the Project site 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 in the 1990 Final EIR. The Proposed Project's contribution to cumulative impacts would not change over those previously identified in the 1990 Final EIR. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new contributions to significant cumulative impacts are identified for the Proposed Project. Therefore, the findings of the 1990 Final EIR remain valid.

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

Land uses proposed within the Project site 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 in the 1990 Final EIR. Analyses of potential effects of the Proposed Project above, based on current conditions and the updated project specific air quality, greenhouse gas, noise, geotechnical, paleontological, traffic, and drainage analyses, show that current Proposed Project activities are consistent with the activities recommended in the mitigation adopted for the GVSP and where appropriate, mitigation has been updated in this Addendum. Additionally, the Proposed Project would comply with the Perris Good Neighbor Guidelines which would further minimize impacts related to aesthetics, air quality, greenhouse gas emissions, noise, and transportation. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe significant impacts are identified that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the findings of the 1990 Final EIR remain valid.

5 REFERENCES

Chapter 1, Introduction and Project History

City of Perris. 2005 (June 15). Development Plan Review 04-0621, Staff Report for Planning Commission.

Chapter 2, Project Description

City of Perris. 1990 (March). Final Environmental Impact Report, Green Valley Specific Plan. SCH No. 89032707.

———. 2022. *City of Perris Good Neighbor Guidelines – (Perris GNG) Siting New and/or Modified Industrial Facilities*.

Chapter 3, Environmental Checklist for Supplemental Environmental Review

No references cited in this chapter.

Chapter 4, Environmental Checklist

Section 4.1 Aesthetics

City of Perris. 2004. City of Perris General Plan 2030 Draft Environmental Impact Report 2030. P. IV-17.

Section 4.2 Agriculture and Forest Resources

California Department of Conservation 2016. Farmland Mapping and Monitoring Program. Available at: https://www.conservation.ca.gov/dlrp/fmmp. Accessed June 12, 2023.

DOC. *See* California Department of Conservation.

Section 4.3 Air Quality

California Air Pollutant Control Officers Association. 2022. California Emissions Estimator Model User's Guide Version 2021.1, Last Updated May 2022. Available: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4. Accessed September 20, 2023.

California Air Resources Board. 2016. California Ambient Air Quality Standards. Available: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed September 2023.

———. 2020. Maps of State and Federal Area Designations. Available: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Accessed April 29, 2022.

California Energy Commission. 2018 (March). 2019 Building Energy Efficiency Standards: Frequently Asked Questions. Available: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf. Accessed April 29, 2022.

CAPCOA. See California Air Pollutant Control Officers Association.

CARB. See California Air Resources Board.

CEC. See California Energy Commission.

EPA. See U.S. Environmental Protection Agency.

OEHHA. *See* Office of Environmental Health Hazard Assessment.

San Joaquin Valley Air Pollution Control District. 2015. Application for Leave to File Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch LP. Available: https://www.courts.ca.gov/documents/7-s219783-ac-san-joaquin-valley-unified-air-pollution-control-dist-041315.pdf. Accessed April 29, 2022.

SCAQMD. See South Coast Air Quality Management District.

Seinfeld, J. H., and S. N. Pandis. 1996. *Atmospheric Chemistry and Physics: From Air Pollution to Climate Change*. John Wiley & Sons, Inc. Hoboken, NJ.

South Coast Air Quality Management District. 2015. Dated April 3, 2015. Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae. Available: https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf. Accessed April 29, 2022.

———. 2022. 2022 Air Quality Management Plan. Available: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16. Accessed October 30, 2023.

Urban Crossroads, Inc. 20234. *Green Valley Specific Plan Air Quality & Greenhouse Gas (AQ & GHG) Comparative Analysis*. March 14, 2024.

———. 2024b. *Green Valley Specific Plan Mobile Source Health Risk Assessment*, City of Perris. March 14, 2024.

U.S. Environmental Protection Agency. 2016. National Ambient Air Quality Standards Table. Available: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed April 29, 2022.

———. 2022a. Greenbook: 8-Hour Ozone (2015) Designated Area by State / Area / County Report. Data is current as of October 31, 2020. Available: https://www3.epa.gov/airquality/greenbook/jbcs.html#CA. Accessed April 29, 2022.

———. 2022b. Notice of Reconsideration of a Previous Withdrawal of a Waiver for California's Advanced Clean Car Program (Light-Duty Vehicle Greenhouse Gas Emission Standards and Zero Emission Vehicle Requirements). Available: https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-reconsideration-previous-withdrawal-waiver. Accessed May 19, 2022.

Section 4.4 Biological Resources

Bumble Bee Watch. 2023. *Bumble Bee Sighting Database.* Available: Bumble Bee Watch. Retrieved December 5, 2023.

Cadre Environmental. 2024 (March). *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Resources Compliance Analysis*.

California Department of Fish and Wildlife. 2023. *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species.* Available: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150&inline. Accessed December 5, 2023.

California Natural Diversity Database. 2023. *Rarefind 5*. Commercial Version. Online Subscription Database. Search of the Perris, Romoland, and surrounding USGS 7.5' quadrangles. California Natural Heritage Division, California Department of Fish and Wildlife. Sacramento, CA. Accessed December 2023.

CDFW. *See* California Department of Fish and Wildlife.

City of Perris. 2009. City of Perris Code of Ordinances. Section 19.7. *Urban Forestry Establishment and Care*. Available at: https://www.cityofperris.org/home/showdocument?id=1803. Accessed on March 2022.

Google. 2022. Google Earth Imagery of GVSP. Accessed March 2022.

Hunting, K., and L. Edson. 2008. Mountain Plover Species Account in W. D. Shuford and T. Gardali, editors. 2008. *California Bird Species of Special Concern: A Ranked Assessment of Species, Subspecies, and Distinct Populations of Birds of Immediate Conservation Concern in California*. Studies of Western Birds 1: Western Field Ornithologists, Camarillo, CA, and California Department of Fish and Game, Sacramento.

Hunting, K., S. Fitton, and L. Edson. 2001. Distribution and Habitat Associations of the Mountain Plover (*Charadrius montanus*) in California. *Transactions of the Western Section of the Wildlife Society* 37:37–42.

RCA. *See* Regional Conservation Authority.

Regional Conservation Authority. 2006. *Burrowing Owl Survey Instructions For the Western Riverside Multiple Species Habitat Conservation Plan Area*. March 29,2006. Available: https://www.wrc-rca.org/species/survey_protocols/burrowing_owl_survey_instructions.pdf Accessed March 2022.

Western Riverside County. 2003 (June). *Multiple Species Habitat Conservation Plan*. Riverside, CA. Available: https://rctlma.org/Portals/0/mshcp/volume1/index.html.

Xerces. *See* Xerces Society for Invertebrate Conservation.

Xerces Society for Invertebrate Conservation. 2018. *A Petition to the State of California Fish and Game Commission to List the Crotch Bumble Bee (*Bombus crotchii*), Franklin's Bumble Bee (*Bombus franklini*), Suckley Cuckoo Bumble Bee (*Bombus suckleyi*), and Western Bumble Bee (*Bombus occidentalis occidentalis*) as Endangered Under the California Endangered Species Act.* Available: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=161902&inline. Accessed March 2022.

Section 4.5 Cultural Resources

BFSA Environmental Services. 2024. *Cultural Resources Study Update for the Ethanac & Case Project, City of Perris, Riverside County, California.* Prepared for Richland Ventures, Inc.

Health and Safety Code. 2023. Division 7, Part 1, Chapter 2, Section 7050.5. Available: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=7050.5. Accessed: December 11, 2023.

City of Perris. 2005. *City of Perris General Plan 2030*. Conservation Element. Available: Microsoft Word - FINAL Merge Conserv + Sustain Com Element 1-7-09.doc (cityofperris.org). Accessed August 24, 2023.

Hillman Consulting, LLC. 2023. *Phase I Environmental Site Assessment, Vacant Land; Unassigned Address APN 327-220-012 and 327-220-044, Perris California.* Prepared for Richland Communities.

Section 4.6 Energy

California Energy Commission. 2020a. 2019 Total System Electric Generation in Gigawatt Hours. Available: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation/2019#:~:text=Total%20System%20Electric%20Generation%20and%20Methodology&text=As%20a%20result%2C%20in%2Dstate,(50%20percent)%20from%202018. Accessed April 29, 2022.

———. 2020b. 2020 Power Content Label, Southern California Edison. Available: https://www.energy.ca.gov/filebrowser/download/3902. Accessed April 29, 2022.

CEC. *See* California Energy Commission.

Section 4.7 Geology and Soils

BFSA Environmental Services. 2024 (February 26). *Paleontological Resources Study for the Ethanac & Case Project, City of Perris, Riverside County, California.* Prepared for Richland Ventures, Inc.

City of Perris. 1990. *Green Valley Final Specific Plan*. Adopted by the Perris City Council on March 5, 1990. Resolution No. 1781.

———. 2005. *City of Perris General Plan 2030*.

———. 2022 (January). *City of Perris General Plan Safety Element.* Available: https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed August 25, 2023.

Nichols, Donald R., and Jane M. Buchanan-Banks. 1974. United States Geological Survey. Seismic Hazards and Land-Use Planning. Series Number 690. Available: https://www.usgs.gov/publications/seismic-hazards-and-land-use-planning. Accessed August 25, 2023.

Petra Geosciences. 2023 (May 26). *Preliminary Geotechnical Evaluation. Proposed Mixed-Use Commercial/Light Industrial Development. Planning Area 40 and Portions of PA-41 and PA-44 of the Green Valley Specific Plan. 44.9±-Acre Site Southwesterly of Watson and Case Roads. City of Perris, Riverside County, California*. Prepared for Richland Communities.

Section 4.8 Greenhouse Gas Emissions

CalEPA. *See* California Environmental Protection Agency.

California Air Resources Board. 2012. Assembly Bill 32: Global Warming Solutions Act. Available: http://www.arb.ca.gov/cc/ab32/ab32.htm. Accessed December 6, 2023.

———. 2014 (May). *First Update to the Climate Change Scoping Plan*. Available: https://ww3.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed December 6, 2023.

———. 2016. Facts about the Advanced Clean Cars Program. Available: https://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed December 6, 2023.

———. 2017 (November). *California's 2017 Climate Change Scoping Plan*. Available: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed December 7, 2023.

———. 2020. Evaluation of the Southern California Association of Government's SB 375 2020 Sustainable Communities Strategy. Available: https://ww2.arb.ca.gov/sites/default/files/2021-02/Evaluation%20of%20the%20GHG%20Emissions%20Reduction%20Quantification%20for%20the%20SCAG%20SB%20375%20October%202020.pdf. Accessed December 7, 2023.

———. 2021. California Greenhouse Gas Emission Inventory for 2000 to 2019. Available: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000_2019_ghg_inventory_trends_20220401.pdf . Accessed December 7, 2023.

———. 2022 (December). 2022 Scoping Plan for Achieving Carbon Neutrality. Available: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed December 7, 2023.

California Energy Commission. 2018 (March). 2019 Building Energy Efficiency Standards: Frequently Asked Questions. Available: http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed December 4, 2023.

California Environmental Protection Agency et al. 2019. *2019 Draft California 2030 Natural and Working Lands Climate Change Implementation Plan*. Available: https://ww2.arb.ca.gov/sites/default/files/2020-10/draft-nwl-ip-040419.pdf. Accessed December 7, 2023.

California Natural Resources Agency. 2018. *Safeguarding California Plan: 2018 Update*. Available: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed December 4, 2023.

CAPCOA. *See* California Air Pollution Control Officers Association.

CARB. *See* California Air Resources Board.

CEC. *See* California Energy Commission.

City of Perris. 2021. *Stratford Ranch Residential East Initial Study/Mitigated Negative Declaration*. Available: https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-301. Accessed December 7, 2023.

CNRA. *See* California Natural Resources Agency.

Eckerle, Tyson and Taylor Jones. 2015. Zero-Emission Vehicles in California: Hydrogen Station Permitting Guidebook. Available: https://portal.ct.gov/-/media/DEEP/air/mobile/EVConnecticut/201511HydrogenStationPermittingGuidebookCApdf.pdf. Accessed May 19, 2022.

European Commission Joint Research Centre. 2018 (March 16). *Climate Change Promotes the Spread of Mosquito and Tick-Borne Viruses*. Available: https://www.sciencedaily.com/releases/2018/03/180316111311.htm. Accessed April 29, 2022.

EPA. *See* U.S. Environmental Protection Agency.

Governor's Interagency Working Group on Zero-Emission Vehicles. 2016. ZEV Action Plan. Available: https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/2016-zev-action-plan-a11y.pdf. Accessed May 19, 2022.

Governor's Office of Planning and Research. 2017. *Technical Advisory on Evaluation Transportation Impacts in CEQA*. Available: http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed April 29, 2022.

Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018 (August 27). *California's Changing Climate: A Summary of Key Findings from California's Fourth Climate Change Assessment*. Available: https://www.energy.ca.gov/sites/default/files/2019-07/Statewide%20Reports-%20SUM-CCCA4-2018-013%20Statewide%20Summary%20Report.pdf. Accessed April 29, 2022.

Intergovernmental Panel on Climate Change. 2013. Chapter 6, Carbon and Other Biogeochemical Cycles. Pages 465–570 in *Climate Change 2013: The Physical Science Basis. Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: http://www.climatechange2013.org/images/report/WG1AR5_ALL_FINAL.pdf. Accessed April 29, 2022.

———. 2014. Fifth Assessment Report. Available: https://www.ipcc.ch/site/assets/uploads/2018/02/SYR_AR5_FINAL_full.pdf. Accessed April 29, 2022.

IPCC. *See* Intergovernmental Panel on Climate Change.

Lister, Bradford C. and Andres Garcia. 2018. *Climate-Driven Declines in Arthropod Abundance Restructure a Rainforest Food Web*. Available: https://www.pnas.org/content/pnas/115/44/E10397.full.pdf. Accessed April 29, 2022.

National Oceanic and Atmospheric Administration. 2019 (February 6). 2018 Fourth Warmest Year in Continued Warming Trend, According to NASA, NOAA. Available: https://climate.nasa.gov/news/2841/2018-fourth-warmest-year-in-continued-warming-trend-according-to-nasa-noaa/. Accessed April 29, 2022.

NOAA. *See* National Oceanic and Atmospheric Administration.

OPR. *See* Governor's Office of Planning and Research.

SCAQMD. *See* South Coast Air Quality Management District.

SMAQMD. *See* Sacramento Metropolitan Air Quality Management District.

South Coast Air Quality Management District. 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Available: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf?sfvrsn=2. Accessed April 29, 2022.

———. 2019. Affordable Clean Energy Rule. Available: https://www.epa.gov/stationary-sources-air-pollution/affordable-clean-energy-rule. Last updated July 19, 2019. Accessed April 29, 2022.

Urban Crossroads. 2024. *Green Valley Specific Plan Air Quality & Greenhouse Gas (AQ & GHG) Comparative Analysis*. March 14, 2024.

Wade, Samuel. Branch chief. Transportation Fuels Branch, Industrial Strategies Division, California Air Resources Board, Sacramento, CA. June 30, 2017—e-mail to Austin Kerr of Ascent Environmental regarding whether the Low Carbon Fuel Standard applies to fuels used by off-road construction equipment.

Section 4.9 Hazards and Hazardous Materials

CAL FIRE. *See* California Department of Forestry and Fire Protection. 2009. (December 21). Fire Hazard Severity Zone Maps. Very High Fire Hazard Severity Zones in LRA, as Recommended by CAL FIRE. Available: Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Perris. Accessed August 28, 2023.

California Department of Toxic Substances Control. 2005. City of Perris General Plan 2030.

———. 2011. May. Emergency Operations Plan. Available: 1 (cityofperris.org). Accessed August 28, 2023.

———. 2013. April. Local Hazard Mitigation Plan. Available: LOCAL HAZARD MITIGATION PLAN (cityofperris.org). Accessed August 28, 2023.

———. 2016. (August). General Plan Land Use Element. Available: Draft (cityofperris.org). Accessed August 28, 2023.

———. 2023. EnviroStor Database. Available: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=perris+valley. Accessed August 28, 2023.City of Perris. 2022 (January 25). General Plan Safety Element. Available: PERRIS GENERAL PLAN SAFETY ELEMENT (cityofperris.org). Accessed August 28, 2023.

Eastern Municipal Water District. 2023 (July 19). Water Supply Assessment. See Appendix J of this Addendum.

Riverside County Airport Land Use Commission. 2011. Airport Land Use Compatibility Plan for Perris Valley Airport. Available: https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-19-20--20Vol.-201-20Perris-20Valley-20-Final-Mar.2011-.pdf Accessed August 28, 2023.

———. 2014. Airport Land Use Compatibility Plan for March Air Reserve Base/Inland Port Airport. Available: https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-17-20--20Vol.-201-20March-20Air-20Reserve-20Base-20Final.pdf Accessed August 28, 2023.

Riverside County ALUC. *See* Riverside County Airport Land Use Commission.

State Water Resources Control Board. 2023. GeoTracker Database. EMWD Perris Pumping Plant Closure Letter, dated August 24, 1995. Available: https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/9183506608/Closure%20Letter.pdf. Accessed August 28, 2023.

Section 4.10 Hydrology

Eastern Municipal Water District. 2023 (July 19). *Water Supply Assessment Report Green Valley Specific Plan – 44*.

EMWD. *See* Eastern Municipal Water District.

Federal Emergency Management Agency. 2018. (August 28). Letter of Map Revision. Community Number 060258.

City of Perris. 2008. (July 12). Conservation Element. Available: Microsoft Word - FINAL Merge Conserv + Sustain Com Element 1-7-09.doc (cityofperris.org). Accessed August 29, 2023.

———. 2016. (August 30). Land Use Element. Available: Draft (cityofperris.org). Accessed August 29, 2023.

———. 2022. (January 25). Safety Element. Available: cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed August 29, 2023.

Southern California Association of Governments. 2020. (September 3). 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy. Connect SoCal. Available: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. Accessed August 29, 2023.

Section 4.11 Land Use

Atlas Planning Solutions. 2022. (January 25). City of Perris General Plan Safety Element. City of Perris. Available: cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed August 29, 2023.

City of Perris. 2005. City of Perris General Plan 2030. Available: https://www.cityofperris.org/departments/development-services/general-plan. Accessed August 29, 2023.

———. 2008. (July 12). Conservation Element. Available: https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000. Accessed August 29, 2023.

———. 2015. (June 9). Healthy Community Element. Available: https://www.cityofperris.org/home/showpublisheddocument/453/637203139703670000. Accessed August 29, 2023.

———. 2016a. (August 30). Land Use Element. Available: https://www.cityofperris.org/home/showpublisheddocument?id=457. Accessed August 29, 2023.

———. 2016b. (August 30). Noise Element. Available: https://www.cityofperris.org/home/showpublisheddocument/461/637203139725000000. Accessed August 29, 2023.

———. 2022a. (August 26). Circulation Element. Available: https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000. Accessed August 29, 2023.

National Community Renaissance of California. 2022. (January 25). City of Perris Environmental Justice Element. City of Perris. Available: https://www.cityofperris.org/home/showpublisheddocument/15026/637807115505230000. Accessed August 29, 2023.

Section 4.12 Mineral Resources

California Department of Conservation. 2022. Mineral Land Classification Maps. Available: CGS Information Warehouse (ca.gov). Accessed August 29, 2023.

DOC. *See* California Department of Conservation.

Section 4.13 Noise

City of Perris. 2016. *General Plan Noise Element*. Available: https://www.cityofperris.org/home/showpublisheddocument/461/637203139725000000. Accessed April 25, 2022.

FHWA. *See* Federal Highway Administration.

FltPlan. 2016 (September 9). Airport & FBO Info for KL65/L65 Perris Valley Perris CA. Available: http://www.fltplan.com/AirportInformation/L65.htm.

Riverside County Airport Land Use Commission. 2011. *Perris Valley Land Use Compatibility Plan*. Available: https://www.rcaluc.org/Portals/13/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183. Accessed April 25, 2022.

———. 2014. March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Prepared by Mead & Hunt and adopted by Riverside County Airport Land Use Commission. Available: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf

Urban Crossroads. 2024a (April 12). *Green Valley Specific Plan (Case Road Mixed-Use Development) Noise and Vibration Analysis*.

Urban Crossroads, Inc. 2024b (April 12). *Green Valley Specific Plan (Case Road Mixed-Use Development) Trip Generation Assessment*.

Section 4.14 Population & Housing

No references were cited in this section.

Section 4.15 Public Services

No references were cited in this section.

Section 4.16 Recreation

No references were cited in this section.

Section 4.17 Transportation/Traffic

City of Perris. 2005. City of Perris General Plan 2030.

———. 2013. Perris Trail Master Plan. February. Available at: https://www.cityofperris.org/home/showpublisheddocument/467/637203139742400000. Accessed August 10, 2023.

———. 2020a (May). *Transportation Impact Analysis Guidelines for CEQA*. Prepared by: RK Engineering Group. Available: https://www.cityofperris.org/home/showpublisheddocument/13245/637274076384370000. Accessed: August 2023.

———. 2020b (December). *Active Transportation Plan*. Available: https://www.cityofperris.org/home/showpublisheddocument/13732/637417399220370000. Accessed August 10, 2023.

———. 2023 (April). Green Valley Specific Plan Amendment 21-05125. Available: https://www.cityofperris.org/home/showpublisheddocument/16412/638182768144670000. Accessed September 18, 2023.

Urban Crossroads, Inc. 2024 (April 12). *Green Valley Specific Plan (Case Road Mixed-Use Development) Trip Generation Assessment*.

Section 4.18 Tribal Cultural Resources

No references were cited in this section.

Section 4.19 Utilities and Water Systems

City of Perris. 2005. City of Perris General Plan 2030.

———. 2022. Water & Sewer. Available: https://www.cityofperris.org/departments/public-works/water-sewer. Accessed: May 3, 2022.

Eastern Municipal Water District. 2021a (July). *Eastern Municipal Water District. 2020 Urban Water Management Plan*. Final. Available: Microsoft Word - EMWD UWMP.docx. Accessed August 29, 2023.

———. 2021b. Perris Valley Regional Water Reclamation Facility. Available: https://www.emwd.org/sites/main/files/Newsletter 4 (emwd.org). Accessed September 1, 2023.

———. 2023 (July 19). *Water Supply Assessment Report Green Valley Specific Plan – 44*.

EMWD. *See* Eastern Municipal Water District.

Section 4.20 Wildfire

California Department of Forestry and Fire Protection. 2009 (December 21). Fire and Resources Assessment Program (FRAP) Map, Very High Fire Hazard Severity Zones in Local Responsibility Area (LRA), As Recommended by CALFIRE. Available at: https://osfm.fire.ca.gov/media/5921/perris.pdf. Accessed September 1, 2023.

City of Perris. 2022. (January 25). City of Perris General Plan 2030, Safety Element. Available: PERRIS GENERAL PLAN SAFETY ELEMENT (cityofperris.org). Accessed September 1, 2023.

Section 4.21 Mandatory Findings of Significance

No references were cited in this section.