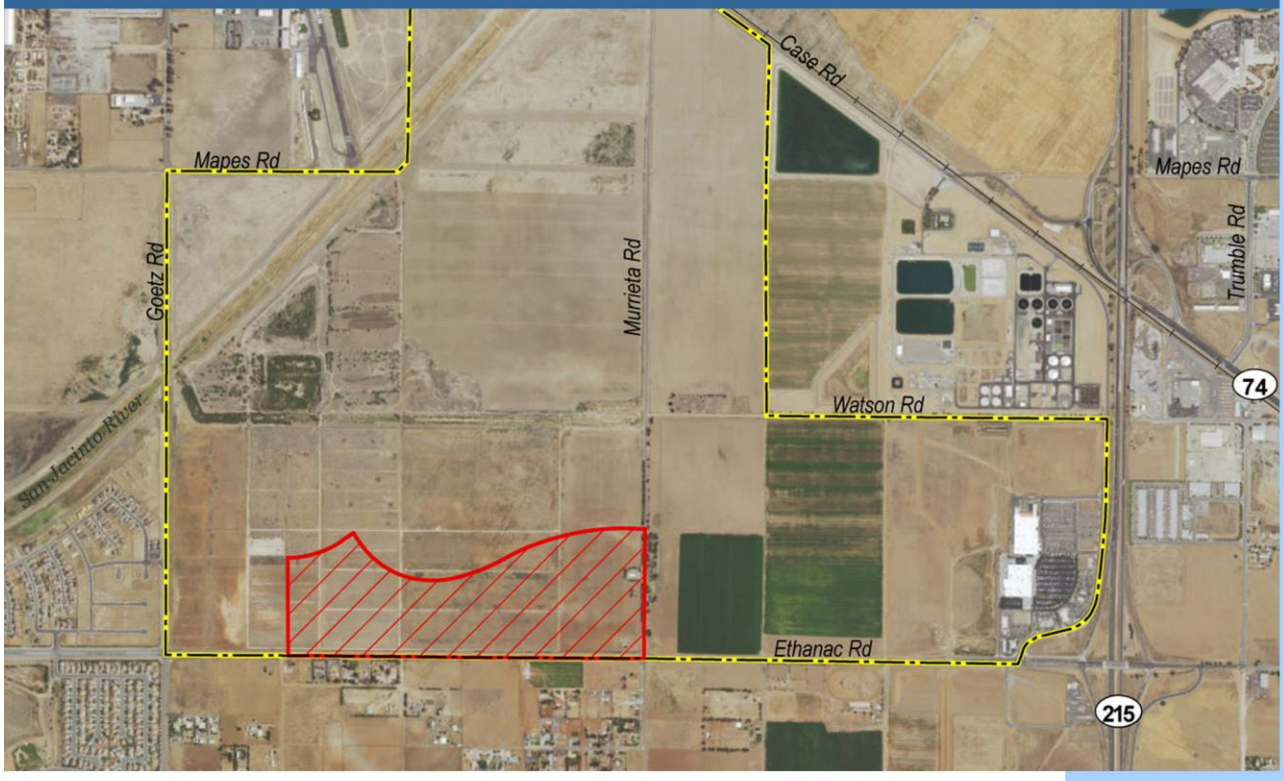
Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 1A Project Area



January 2017

LEAD AGENCY:
City of Perris
101 N. D Street
Perris, CA 92570

CONTACT:
Kenneth Phung
Project Planner
(951) 943-5003

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LEAD AGENCY:

City of Perris
101 N.D. Street
Perris, CA 92570

CONTACT:

Kenneth Phung, Project Planner
(951) 943-5003

PREPARED BY:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, CA 95814

CONTACT:

Amanda Olekszulin
916.444.7301

January 2017

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Appendices (*provided on CD at the back of the document*)

Exhibits

Tables

ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADT	average daily trips
ARB	California Air Resources Board
AQMP	Air Quality Management Plan
CAA	federal Clean Air Act
CAAQs	California Ambient Air Quality Standards
CAP	criteria air pollutant
CDFW	California Department of Fish and Wildlife's
CEC	California Energy Commission
CH_4	methane
City	City of Perris
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	CO_2-equivalent
dB	decibels
DWR	California Department of Water Resources
EIR	Environmental Impact Report
ET	reference evapotranspiration
FHWA	Federal Highway Administration
GLA	Glenn Lukos Associates, Inc.
GVRA	Green Valley Recovery Acquisition, LLC
GVSP	Green Valley Specific Plan
GWP	global warming potential
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
I-215	Interstate 215
IPCC	Intergovernmental Panel on Climate Change
LUST	leaking underground storage tank
MMT	million metric tons

MPOs	Metropolitan Planning Organizations
MSHCP	Multiple Species Habitat Conservation Plan
MSHCP	Multi-Species Habitat Conservation Plan
MT	metric tons
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
NEPSSA	narrow endemic plant species survey area
NO_X	oxides of nitrogen
NRC	National Research Council
OEHHA	Office of Environmental Health Hazard Assessment
PAs	planning areas
PFCs	perfluorocarbons
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SWRCB	State Water Resources Control Board's
TAC	toxic air contaminant

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January 2017
State Clearinghouse No. 1989032707

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the Final Environmental Impact Report (Final EIR) for the Green Valley Specific Plan (GVSP) evaluates an amendment to the GVSP. Specifically, this addendum analyzes the effects of reduced residential density and total number of units for a portion of the GVSP area, an increase in the acreage of residential development, and changes to the site and/or applicable federal, state, and local policies since the GVSP was approved in 1990. Land uses proposed for this first phase include residential, limited recreational, and open space uses. The overall land uses proposed for this portion of the site are generally consistent with the land uses planned under the approved GVSP with some variations.

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 State CEQA Guidelines, the proposed changes to the development pattern and phasing of the GVSP Phase 1A Project area and other minor changes from the development scenario described in the 1990 Final EIR for the adopted GVSP warrant the preparation of an addendum to update the analysis provided in the EIR.

PREVIOUS ENVIRONMENTAL ANALYSES

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

- Draft EIR for the Green Valley Specific Plan, 1990;
- Final EIR for the Green Valley Specific Plan, Volume 1-4, Certified March 5, 1990; and
- CEQA Findings of Fact and Statement of Overriding Considerations for the Green Valley Specific Plan, Approved March 5, 1990.

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

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

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

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

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

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

1 INTRODUCTION AND PROJECT HISTORY

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

Since the 1990 approval of the GVSP, commercial land uses have been built out in the southeast corner of the GVSP area. Otherwise, the site has remained in agricultural use.

For a portion of the GVSP area, GVSP Phase 1A, the applicant (GVRA) submitted a tentative map application for development within approximately 75 acres located along the southwestern boundary of the GVSP. Land uses proposed for Phase 1A include residential and limited recreational and open space uses. The land uses proposed for this portion of the site are generally consistent with the land uses planned under the approved GVSP, with some minor changes. These changes are described in Chapter 2 of this Addendum and are the subject of evaluation for this environmental checklist (see Chapter 3).

The GVSP EIR approved in 1990 considered the effects of buildout of the overall specific plan. Because subsequent discretionary actions by the City were required, including consideration of tentative maps for the various phases of the GVSP, the EIR acknowledged that development of the GVSP may require additional environmental documentation as phases of the specific plan are proposed, such as the GVSP Phase 1A Amendment (GVSP Phase 1A project or project), to determine whether the entitlements/actions proposed fall within the scope of the certified EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved GVSP, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

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

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

2 PROJECT DESCRIPTION

The project is the first phase of development for the Green Valley Specific Plan (GVSP), which was approved in 1990 by the City of Perris. The GVSP is a land use plan for the development of a planned community on approximately 1,270 acres within the City. The approved GVSP includes the development of 3,460 single-family detached homes, 750 multi-family units, open space, business, commercial, industrial, school, and recreational land uses. For a portion of the GVSP area, GVSP Phase 1A, a tentative map application has been submitted for development within approximately 75 acres located along the southwestern boundary of the GVSP. Land uses proposed for this first phase include residential and limited recreational and open space uses. While the land uses proposed for this portion of the site are generally consistent with the land uses planned under the approved GVSP, some variations are proposed. These changes are described in greater detail below and are the subject of evaluation for this environmental checklist.

2.1 PROJECT LOCATION

The GVSP area is located within the City of Perris in Riverside County, situated south of Case Road and north of Ethanac Road, between Goetz Road and Interstate 215 (I-215) (Exhibit 2-1). The GVSP Phase 1A project area is located along the southwestern boundary of the GVSP area, bound by Ethanac Road to the south and Murietta Road to the east (Exhibit 2-2).

2.2 EXISTING SETTING

The project site is relatively flat and entirely disturbed, supporting active agriculture and ruderal vegetation. Active agricultural disturbance, including plowing and tilling is evident throughout the site. The existing conditions of the site are similar as described in the EIR (GLA 2015, 2016), except that a wetland described in the EIR along Murrieta Road is no longer present and recent and ongoing soil stockpiling activities have occurred on the site.

2.3 PROJECT OBJECTIVES

Project objectives developed for the 1990 GVSP and applicable to the project are provided below. Please note strikeout and underlined text represent updates to the 1990 GVSP objectives.

2.3.1 1990 GVSP Objectives

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

- incorporate a multi-use concept which is largely comprised of residential uses, but includes commercial, industrial, open space, and recreational uses;
- respond to a strong market demand for conventional single-family residential housing ~~priced under $100,000, with an increasing demand for move-up housing~~ in the ~~$100,000 to $150,000~~ $300,000 to $400,000 price range;
- provide a diversity of product types intended to stimulate the creation of a planned community for singles and families, both first-time homeowners and move-up buyers;

Exhibit 2-1 **Regional Location**

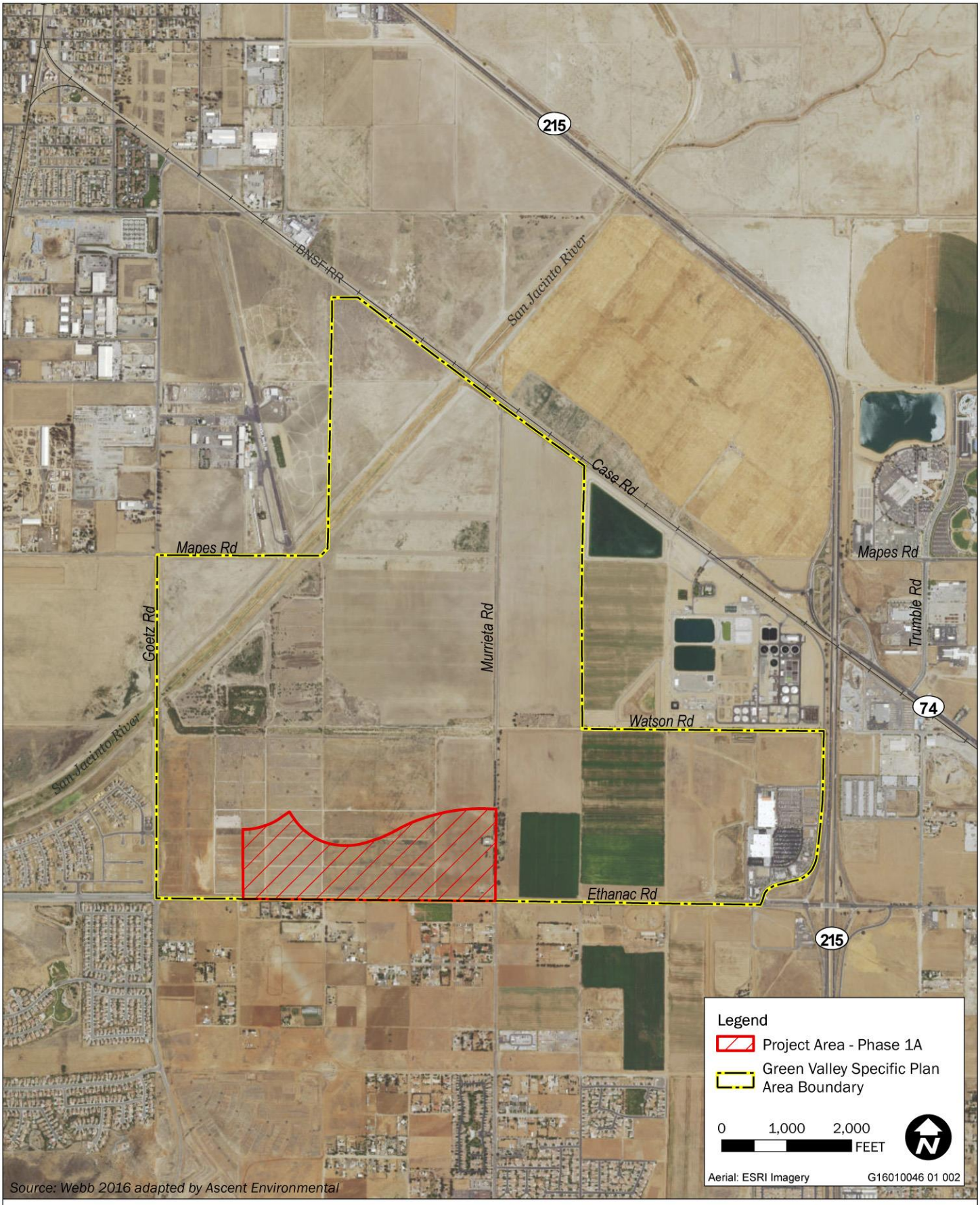


Exhibit 2-2 **Project Vicinity**

ASCENT ENVIRONMENTAL

- take advantage of the site's location with respect to I-215 as easy access would generate a demand for sub-regional commercial and business park uses; and
- take advantage of the site's location with respect to the Metrolink 91/Perris Valley Line service ~~Perris Valley Airport and opportunity for industrial development in the northern portion of the GVSP~~.

2.3.2 Phase 1A Project Specific Objectives

The overall objective for this project, which is the initial phase of development for the GVSP, is to provide a framework for the development of upscale residential neighborhoods implemented through the tentative tract map process. Additional project objectives include:

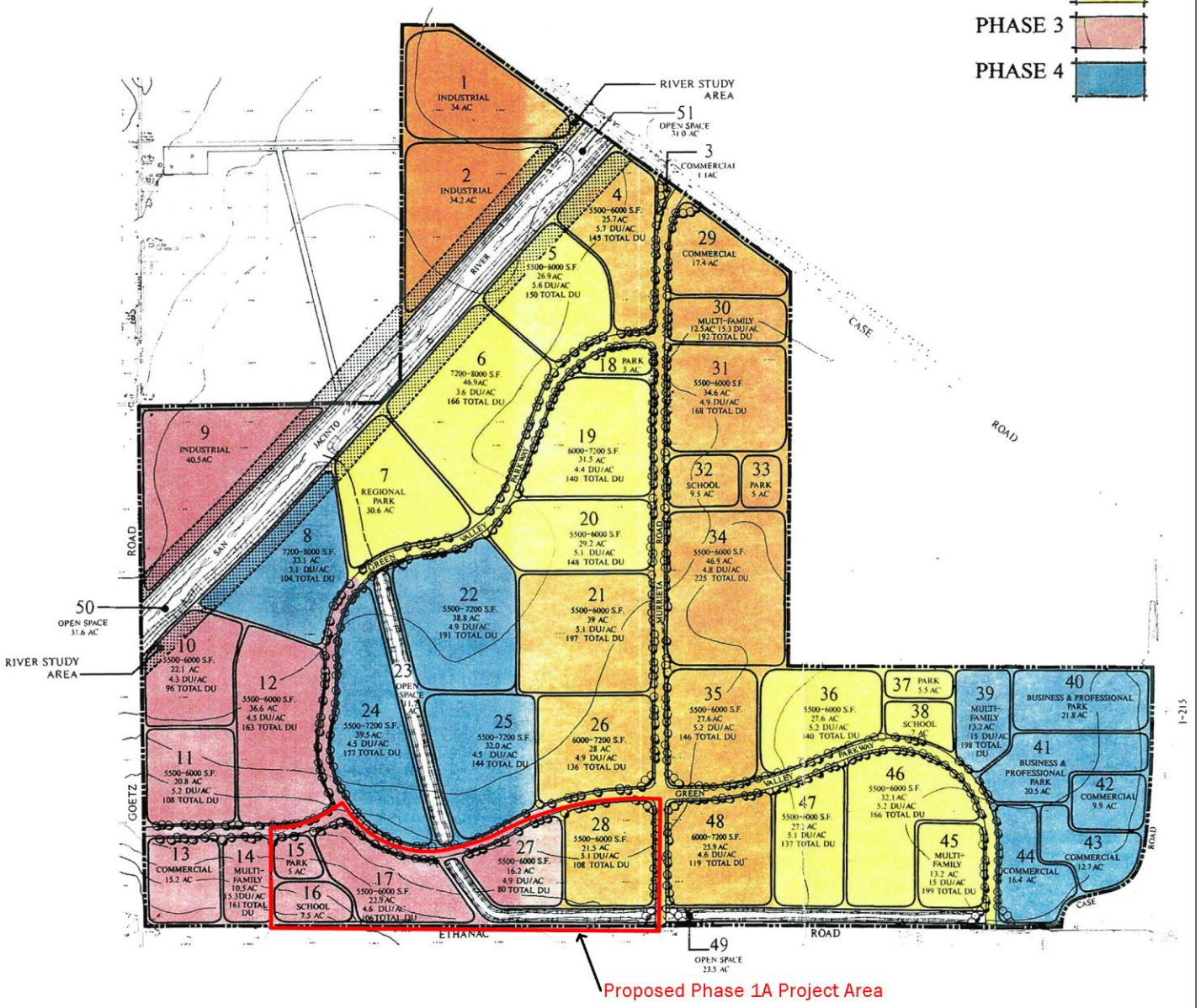
- create a flexible distribution of land uses;
- create parks and recreational opportunities consistent with the overall GVSP;
- implement design guidelines to promote thematic entryways and streetscapes to strengthen community image;
- implement the use of wide grassy swales for seasonal drainage during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

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

Substantial time has passed since approval of the GVSP. As a result, the applicant has proposed changes to the development pattern and phasing of the GVSP site that reflect current ideas in community design, neighborhood planning, and market demand. Exhibit 2-3a and Exhibit 2-3b show the conceptual land use plan from the approved GVSP and the proposed conceptual land use plan for the Phase 1a project area. The GVSP Phase 1A project is the first proposed tentative map development with the GVSP (Exhibit 2-4 and 2-5). While the proposed land uses for the project are consistent with the types of land uses approved under the GVSP, the total number of units has been slightly increased for the area of the GVSP currently under consideration in this application. Further, development within this portion of the GVSP area was previously proposed for a later phase of development and has now been moved forward to the first phase of development. The proposed changes to land use, zoning, density, and total number of units for the project compared to that previously approved under the 1990 GVSP are described below.

In the 1990 GVSP, the project area was divided into planning areas (PAs). The Phase 1A area encompasses the following previously approved PAs: 15, 16, 17, 27, and 28. Within the Phase 1A area, PAs 15 and 16 are now part of PA 17, which is split into PAs 17a and 17b to distinguish between the park and residential land uses within this PA (see Exhibit 2-3). The project applicant has proposed two tentative tract maps for PAs located within the Phase 1A area (i.e., PAs 17, 27, and 28). TTM 36988 encompasses PAs 27 and 28 and TTM 36989 encompasses PA 17.

The project applicant has prepared several project-specific technical studies for the project area based on current proposed land use plans. These studies are provided in Appendix C through J of this Addendum and are referenced in the project analysis, as necessary, under applicable resource areas in Chapter 4 of this Addendum.



Source: Perris Green Valley Associates 1990

X16010046 01 004

Exhibit 2-3a **Green Valley Specific Plan - Proposed Phase 1A**

ASCENT ENVIRONMENTAL

GREEN VALLEY

LEGEND

- 7200 - 8000 SF
- 6000 - 7200 SF
- 5500 - 7200 SF
- 5500 - 6000 SF
- MULTI FAMILY
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- OPEN SPACE
- PARK
- SCHOOL
- NON-RESIDENTIAL USE
- NOT A PART (NAP)
- WILDLIFE CORRIDOR
- PHASE 1A BOUNDARY

Parris Valley Airport
1 Industrial 35.3 Ac.
2 NAP 32.8 Ac.
3 Commercial 1.4 Ac.
4 5500 - 6000 SF 24.9 Ac. 127 DU
52 Open Space 34.8 Ac.
5 5500 - 6000 SF 26.1 Ac. 133 DU
29 Commercial 17.9 Ac.
30 Multi Family 12 Ac. 181 DU
31 5500 - 6000 SF 34.6 Ac. 176 DU
6 NAP 37.7 Ac.
19 6000 - 7200 SF 36 Ac. 165 DU
34 5500 - 6000 SF 40.6 Ac. 207 DU
9 NAP 39 Ac.
51 Open Space 35.2 Ac.
7 Non-Res. 38.6 Ac. 0 DU
20 5500 - 6000 SF 30.7 Ac. 155 DU
18 Park 5 Ac.
8 NAP 32.4 Ac.
22a Park 37.6 Ac.
21 5500 - 6000 SF 30.5 Ac. 155 DU
32 School 15 Ac.
33 Park 5 Ac.
10 Open Space 12.1 Ac.
23 Non-Res. 12.6 Ac. 0 DU
11 5500 - 6000 SF 38 Ac. 194 DU
12 5500 - 7200 SF 15.3 Ac. 70 DU
22b Park 40.1 Ac.
26 6000 - 7200 SF 39.3 Ac. 180 DU
24 Non-Res. 15.9 Ac. 0 DU
25 Non-Res. 15.8 Ac. 0 DU
35 5500 - 6000 SF 26.6 Ac. 136 DU
36 5500 - 6000 SF 27.4 Ac. 140 DU
37 Park 5.5 Ac.
38 5500 - 6000 SF 7 Ac. 36 DU
39 Multi Family 12.8 Ac. 193 DU
40 NAP 19.9 Ac.
41 NAP 23 Ac.
42 NAP 8.8 Ac.
43 NAP 12.7 Ac.
44 NAP 15.1 Ac.
45 Multi Family 18.4 Ac. 278 DU
46 Commercial 10.4 Ac.
47 NAP 43.7 Ac.
48 NAP 25.5 Ac.
49 Open Space 12.3 Ac.
13 Commercial 14.5 Ac.
14 Multi Family 10.9 Ac. 165 DU
16 5500 - 6000 SF 11.8 Ac. 54 DU
17 5500 - 6000 SF 21.7 Ac. 92 DU
15 Park 0.7 Ac.
27 5500 - 6000 SF 18.6 Ac. 76 DU
28 5500 - 6000 SF 19.2 Ac. 90 DU
50 Open Space 9 Ac.
Goetz Road
Green Valley Parkway
Murrietta Road
Watson Road
Case Road
BNSF Railroad
Fieldstone
Ethanac Road
San Jacinto River
215
NORTH
0 250 500 1,000 Feet

Source: Webb, October 13, 2016

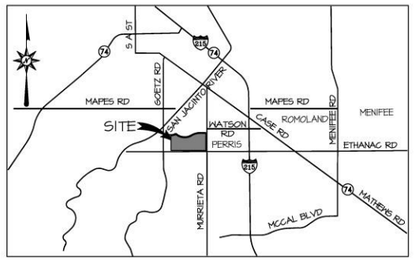
X16010046 01 001

Exhibit 2-3b

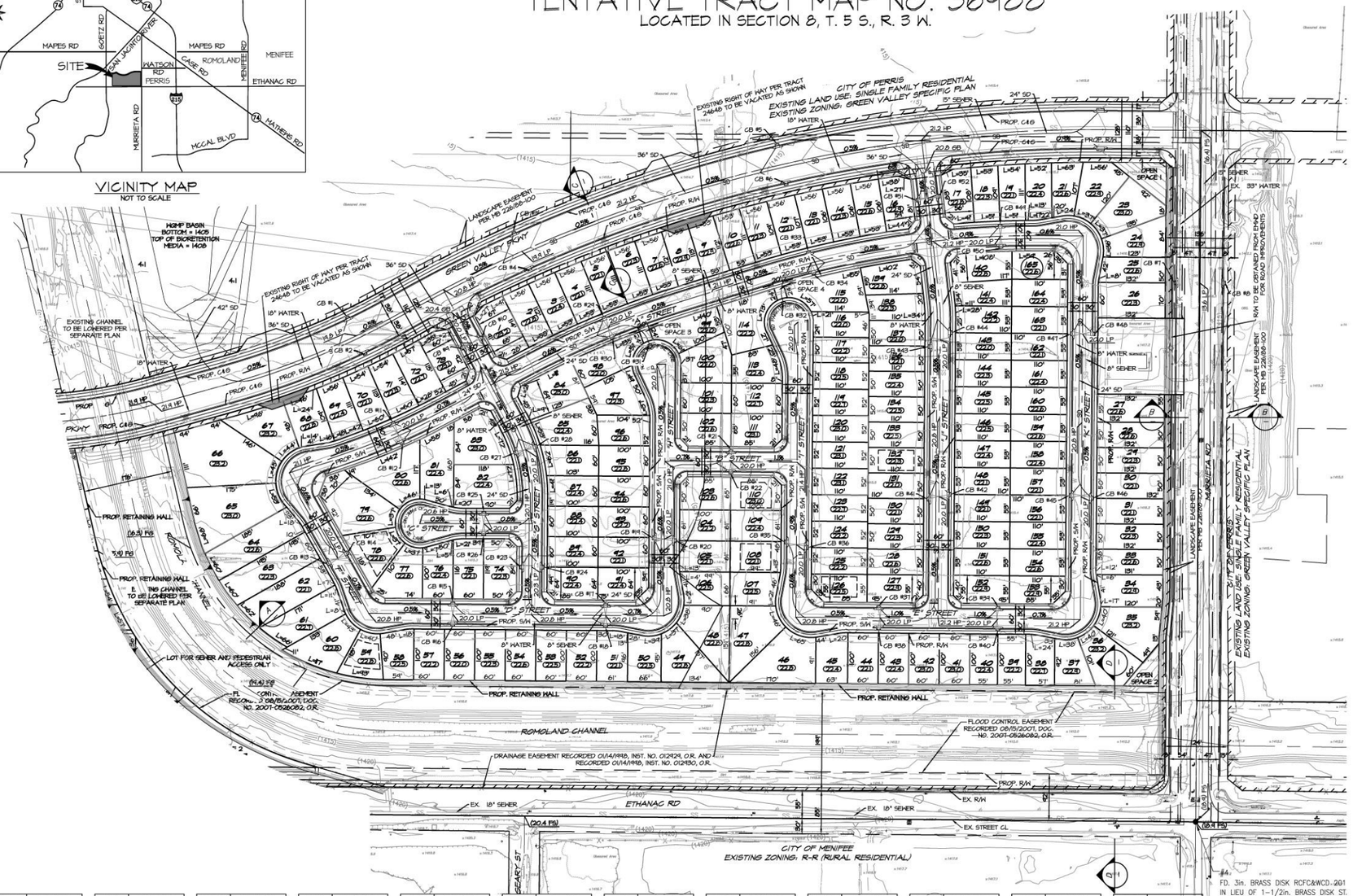
Green Valley Specific Plan - Proposed Phase 1A

ASCENT ENVIRONMENTAL

CITY OF PERRIS, CALIFORNIA
TENTATIVE TRACT MAP NO. 36988
LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP
NOT TO SCALE



GENERAL NOTES

OWNER/APPLICANT
RAINTREE INVESTMENT CORPORATION
1925 PALOMAR OAKS WAY, SUITE 204
CARLSBAD, CALIFORNIA 92008
PH: (858) 500-6782

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

SOILS ENGINEER
EARTH SYSTEMS SOUTHWEST
1680 ILLINOIS AVENUE, SUITE 20
PERRIS, CALIFORNIA 92571
PH: (951) 928-4794
FAX: (951) 928-4948

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

A.P.N.
330-150-015, 330-150-016

ACREAGE
31.65 ACRES GROSS

LAND USE

EXISTING LAND USE:		GREEN VALLEY SPECIFIC PLAN
PROPOSED LAND USE:		SINGLE FAMILY RESIDENTIAL (R5500-R6,000)
EXISTING ZONING:		GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING:		GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN:		GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN:		GREEN VALLEY SPECIFIC PLAN

UTILITIES

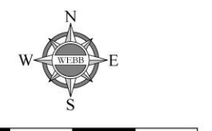
WATER	-	EASTERN MUNICIPAL WATER DISTRICT
SEWER	-	EASTERN MUNICIPAL WATER DISTRICT
GAS	-	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	-	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE	-	SBC
TELEVISION	-	INDIVIDUAL RECEPTION/CABLE

SCHOOL DISTRICT
ROMOLAND AND PERRIS UNION HIGH

LEGAL DESCRIPTION
LOTS 27 AND 28, INCLUSIVE, OF TRACT NO. 24648 AS SHOWN BY MAP ON FILE IN BOOK 226 PAGES 88 THROUGH 100, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING ½ INTEREST IN ALL OIL, GAS, AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN CORCORAN RECORDED NOVEMBER 28, 1941 AS INSTRUMENT NO. 1156 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EARTHWORK:
CUT: 15,400 CY (RAW)
FILL: 360,500 CY (RAW)

NOTES
1. 2010 THOMAS BROS. MAP BOOK: PAGES 831-838, GRID J1, A1.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
6. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2055H DATED AUGUST 18, 2014.
13. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
14. THERE ARE NO OPEN CHANNELS ON SITE.
15. EXISTING POWER POLES ARE TO REMAIN IN PLACE.
16. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
17. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
18. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
19. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
20. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
21. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENT AS REQUIRED BY NPDES SUPPLEMENT "A."
22. ENTRY MONUMENTATION PER COUNTYWIDE DESIGN STANDARDS AND GUIDELINES.



LOT #	LOT AREA
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3	6111
4	6070
5	6056
6	6067
7	6088
8	5970
9	5856
10	5830
11	5987
12	5900
13	5831
14	5785
15	5761

LOT #	LOT AREA
16	6197
17	5948
18	5640
19	5736
20	5763
21	5547
22	7882
23	9157
24	7428
25	6368
26	9184
27	7280
28	6600
29	6600
30	6600

LOT #	LOT AREA
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32	6600
33	6597
34	7447
35	9766
36	8735
37	5746
38	5562
39	5501
40	5500
41	6000
42	6000
43	6000
44	6000
45	6057

LOT #	LOT AREA
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47	10105
48	9428
49	9151
50	6087
51	6055
52	6000
53	6000
54	6000
55	6000
56	6000
57	6000
58	6040
59	6063
60	8888

LOT #	LOT AREA
61	9149
62	10814
63	11524
64	11514
65	16366
66	19544
67	9064
68	7219
69	6416
70	6420
71	6502
72	6725
73	6709
74	7499
75	7084

LOT #	LOT AREA
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77	7527
78	7635
79	12561
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81	9485
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83	9969
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87	6084
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89	6000
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LOT #	LOT AREA
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117	5500
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119	5720
120	5720

LOT #	LOT AREA
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124	5720
125	5720
126	5738
127	5937
128	5500
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130	5500
131	5500
132	5500
133	5500
134	5500
135	5500

LOT #	LOT AREA
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137	5500
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140	6604
141	5560
142	5841
143	5830
144	5830
145	5830
146	5830
147	5830
148	5830
149	5830
150	5830

LOT #	LOT AREA
151	5830
152	5938
153	5738
154	5830
155	5830
156	5830
157	5830
158	5830
159	5830
160	5830
161	5830
162	5830
163	5830
164	5810
165	5825

LOT #	LOT AREA
OS 1	4560
OS 2	2420
OS 3	470
OS 4	475

AVG DENSITY CALCULATION
AREA IN ZONE D = 36.3 ACRES
RESIDENTIAL LOT AREA = 25.3 ACRES
DENSITY = 166 LOTS/25.3 ACRES = 6.6 LOTS/ACRE

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

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

Source: Webb 7/8/16

X16010046 01 002

Exhibit 2-4

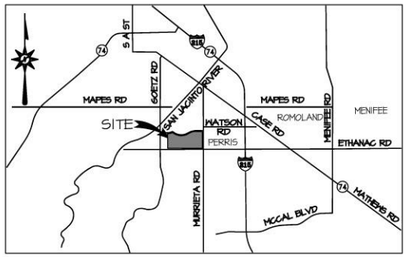
Tentative Tract No. 36988 (PA 27 & 28) Site Plan and Conceptual Grading

ASCENT ENVIRONMENTAL

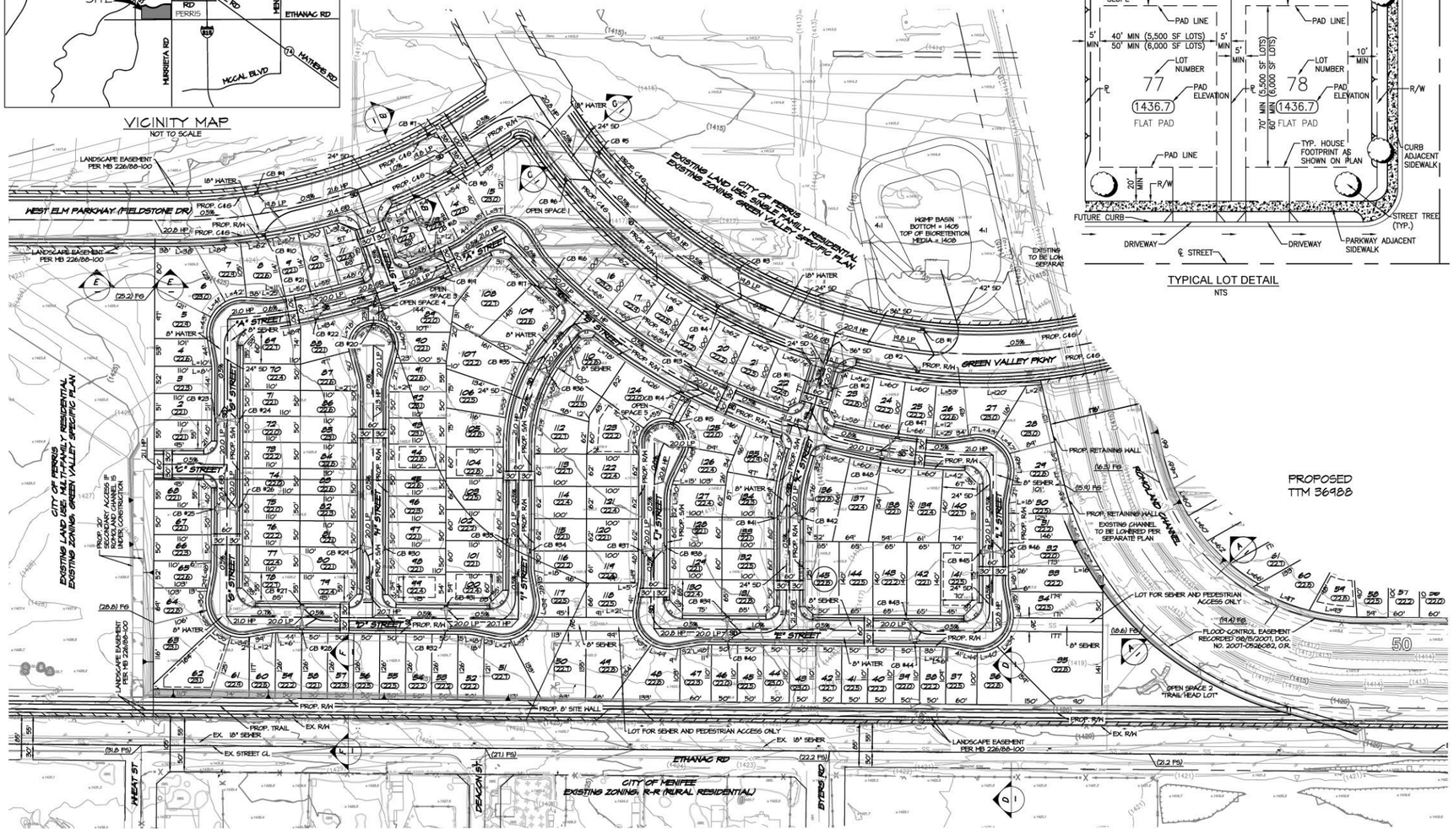
CITY OF PERRIS, CALIFORNIA

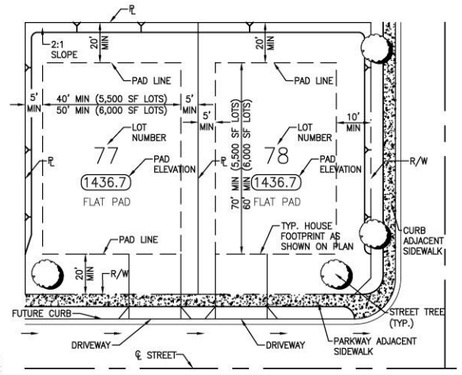
TENTATIVE TRACT MAP NO. 36989

LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP
NOT TO SCALE





TYPICAL LOT DETAIL
NTS

GENERAL NOTES

OWNER/APPLICANT
RAINTREE INVESTMENT CORPORATION (ATTN: PAT PARKER)
1425 PALOMAR OAKS WAY, SUITE 204
CARLSBAD, CALIFORNIA 92008
PH: (858) 500-6182

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

SOILS ENGINEER
EARTH SYSTEMS SOUTHWEST (ATTN: ANTHONY COLAROSSI)
1680 ILLINOIS AVENUE, SUITE 20
PERRIS, CALIFORNIA 92571
PH. (951) 928-1799
FAX. (951) 928-9448

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

A.P.N.
330-150-011, 330-150-012, 330-150-013

ACREAGE
37.09 ACRES GROSS

LAND USE

EXISTING LAND USE:		SINGLE FAMILY RESIDENTIAL
PROPOSED LAND USE:		SINGLE FAMILY RESIDENTIAL (R5500-R6000)
EXISTING ZONING:		GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING:		GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN:		GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN:		GREEN VALLEY SPECIFIC PLAN

UTILITIES

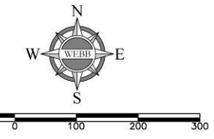
WATER	-	EASTERN MUNICIPAL WATER DISTRICT
SEWER	-	EASTERN MUNICIPAL WATER DISTRICT
GAS	-	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC	-	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE	-	AT&T
TELEVISION	-	VERIZON/TIME WARNER

SCHOOL DISTRICT
ROMOLAND AND PERRIS UNION HIGH

LEGAL DESCRIPTION
LOTS 15 THROUGH 17, INCLUSIVE, OF TRACT NO. 24648, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 226 PAGES 88 THROUGH 100, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ALSO EXCEPTING ½ INTEREST IN ALL OIL, GAS, AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN CORCORAN RECORDED NOVEMBER 28, 1941 AS INSTRUMENT NO. 1756 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EARTHWORK:
CUT: 82500 CY (RAW)
FILL: 205200 CY (RAW)

NOTES
1. 2010 THOMAS BROS. MAP BOOK: PAGES 837, GRID H1 AND J1.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED.
6. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA PANEL NO. 06065C2025H DATED AUGUST 18, 2014.
13. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
14. THERE IS AN OPEN CHANNEL ON SITE.
15. EXISTING POWER POLES ARE TO REMAIN IN PLACE.
16. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
17. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
18. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
19. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
20. PROJECT IS NOT ZONED R-2, RESTRICTED SINGLE-FAMILY RESIDENTIAL.
21. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.
22. ENTRY MONUMENTATION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.



LOT #	LOT AREA
1	5436
2	5610
3	5730
4	5588
5	7254
6	11673
7	6454
8	7522
9	5646
10	5490
11	6380
12	5838
13	5633
14	5850
15	6260

LOT #	LOT AREA
16	6490
17	6480
18	6481
19	6488
20	6484
21	6490
22	7011
23	6782
24	6283
25	6283
26	6020
27	7458
28	9136
29	6602
30	6284

LOT #	LOT AREA
31	6734
32	7444
33	8483
34	8711
35	21748
36	10217
37	6252
38	5448
39	5501
40	5501
41	5501
42	5501
43	5501
44	5501
45	5501

LOT #	LOT AREA
46	5501
47	6450
48	9810
49	12297
50	15532
51	9568
52	6236
53	6300
54	6300
55	6300
56	6300
57	6300
58	6300
59	6300
60	6048

LOT #	LOT AREA
61	6461
62	11068
63	8624
64	5672
65	5545
66	5500
67	5500
68	5438
69	6415
70	5547
71	5500
72	5500
73	5500
74	5500
75	5500

LOT #	LOT AREA
76	5500
77	5500
78	5737
79	5436
80	5500
81	5500
82	5500
83	5501
84	5501
85	5501
86	5501
87	6624
88	7184
89	6645
90	5844

LOT #	LOT AREA
91	5831
92	5500
93	5500
94	5500
95	5500
96	5500
97	5500
98	5828
99	6283
100	6600
101	6600
102	6600
103	6600
104	6600
105	7300

LOT #	LOT AREA
106	7749
107	10785
108	12452
109	11234
110	8051
111	6784
112	7563
113	6200
114	6200
115	6200
116	6054
117	6086
118	6178
119	6046
120	6200

LOT #	LOT AREA
121	6200
122	6200
123	8431
124	10848
125	8168
126	6175
127	6826
128	6000
129	6000
130	6191
131	6386
132	6000
133	6000
134	7652
135	7788

LOT #	LOT AREA
136	10830
137	10187
138	9484
139	9026
140	8348
141	9486
142	9100
143	9100
144	9100
145	8484

LOT #	LOT AREA
OS 1	25370
OS 2	33230
OS 3	5846
OS 4	510
OS 5	990

ALUC DENSITY CALCULATION
AREA IN ZONE D = 35.1 ACRES
RESIDENTIAL LOT AREA = 23.1 ACRES
DENSITY = 146 LOTS/23.1 ACRES = 6.2 LOTS/ACRE

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

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

Source: Webb 7/8/16

X16010046 01 003

Exhibit 2-5

Tentative Tract No. 36989 (PA 17) Site Plan and Conceptual Grading

ASCENT ENVIRONMENTAL

2.4.1 Changes to Section 2.1: Comprehensive Land Use Plan

The project includes several changes to the approved GVSP. Table 2-1 shows the adopted land use summary, Table 2-2 shows the proposed land use summary for the project, and Table 2-3 shows the difference in land use acreage, dwelling units, and population that would result from the project. Consistent with the 1990 GVSP, residential densities would not exceed 15.3 dwelling units per acre. The 1990 GVSP stipulates that total number of dwelling units allowed within each planning area can exceed that allowed by the Specific Plan Statistical Summary (see Table 2-1 of the 1990 GVSP for statistical summary of the entire GVSP and Table 2-1 below for statistical summary of the Phase 1A project area) by up to 10 percent provided the cumulative total of 4,210 dwelling units within the GVSP is not exceeded. As shown in the tables below, there would be a slight increase (well under 10%) in the number of dwelling units proposed within the Phase 1A project area compared to the total number of units approved for this area in the 1990 GVSP. However, development within the remaining areas of the GVSP would be reduced below approved levels because of required changes associated with compliance with the requirements of the Airport Land Use Commission. (see Exhibit 2-3a and 2-3b). As a result, the overall cumulative number of dwelling units approved for the GVSP (i.e., 4,210) would not be exceeded.

Table 2-1 Adopted GVSP Land Use Summary (Green Valley Phase 1A Project Area)

Land Use	Gross Area (Acres)	% of Site	Dwelling Units per Acre (du/ac)	Total # of DU's[1]	Projected Population Under Approved GVSP (1990)[2]	Projected Population Using 2010 Data for Persons Per Household[3]
TTM 36988						
PA 27-Residential (5,500-6,000 S.F.)	16.2	16.4%	4.9	80	240	333
PA 28–Residential (5,500-6,000 S.F.)	21.5	21.8%	5.1	110	330	458
TTM 36989						
PA 15- Parks	5	5%	–	–	–	–
PA 16- Schools	7.5	7.6%	–	–	–	–
PA 17-Residential (5,500-6,000 S.F.)	22.9	23.2%	4.6	106	318	441
Total Green Valley Phase 1A	**73.1**	**100%**	**4.04**	**296**	**888**	**1,232**

Notes:
1 Actual density in each planning area may vary above or below the average and are transferable between like land use planning areas, provided the total allowable dwelling unit tabulation is not exceeded. Residential densities shall not exceed 15.3 dwelling units per acre.
2 Population calculated using an estimated occupancy rate of 3 persons per 5,500 sf dwelling unit (GVSP Final EIR 1990: p. 4-60)
3 Population calculated based on 2010 average of 4.16 persons per household in City of Perris (City of Perris 2014-2021 Housing Element, 2013).

Table 2-2 Proposed Green Valley Phase 1A Land Use Summary

Land Use	Gross Area (Acres)[1]	% of Site	Dwelling Units per Acre (du/ac)	Total # of DU's[2]	Projected Population Under Approved GVSP (1990)[3]	Projected Population Using 2010 Data for Persons Per Household[4]
TTM 36988						
PA 27- and 28-Residential (5,500-6,000 S.F.)	37.9	18.5%	4.35	165	495	686
TTM 36989						
PA 17-Residential (5,500-6,000 S.F.)	37.1	37%	3.9	145	435	603
Total Green Valley Phase 1A	**75**	**100%**	**4.13**	**310**	**930**	**1,289**

Notes:
1 The difference in gross acreage calculated in the 1990 GVSP compared to acreage calculated for the Phase 1A project are related to more accurate survey methods currently available.
2 Actual density in each planning area may vary above or below the average and are transferable between like land use planning areas, provided the total allowable dwelling unit tabulation is not exceeded. Residential densities shall not exceed 15.3 dwelling units per acre.
3 Population calculated using an estimated occupancy rate of 3 persons per 5,500 sf dwelling unit (GVSP Final EIR 1990: p. 4-60).
4 Population calculated based on 2010 average of 4.16 persons per household in City of Perris (City of Perris 2014-2021 Housing Element, 2013).

Table 2-3 Summary of Changes Associated with Green Valley Phase 1A Project

Land Use	Gross Area (Acres)[1]	Dwelling Units	Projected Population Under Approved GVSP (1990)[2]	Projected Population Using 2010 Data for Persons Per Household[3]
Approved GVSP	73.1	296	888	1,232
Proposed Phase 1A Changes to GVSP	75	310	930	1,289
Net Change	**+1.9**	**+14**	**+42**	**+57**

Note: Numbers may not match exactly because of small rounding errors.
[1] The difference in gross acreage calculated in the 1990 GVSP compared to acreage calculated for the Phase 1A project are related to more accurate survey methods currently available.
[2] Population calculated using an estimated occupancy rate of 3 persons per 5,500 sf dwelling unit (GVSP Final EIR 1990: p. 4-60).
[3] Population calculated based on 2010 average of 4.16 persons per household in City of Perris (City of Perris 2014-2021 Housing Element, 2013).
Source: Adapted by Ascent Environmental 2016

In addition to the changes shown in the above tables, a 7.5-acre school site (PA 15) and 5-acre park (PA 16) originally proposed within the Phase 1A area would be relocated north of the Phase 1A project area in a later phase of development. The California State Architect determined the Phase 1A area was not a suitable location for a school.

A total of 1.47 acres of parks and 23.72 acres of open space are proposed within the GVSP Phase 1A project area. The Romoland Channel open space area described in the 1990 GVSP, 23.5 acres of which is located within the Phase 1A project area, was completed in 2016 and is consistent with the 1990 GVSP. The location and alignment of other open space areas in the Phase 1A area would vary from that approved in the 1990 GVSP. Overall, the project would increase the amount of open space areas from 23.5 acres to 23.72 acres and would decrease parkland from 5 acres to 1.47 acres within the Phase 1A area. Approximately 25 acres of parkland (PA 24b and 25b) located north of the Phase 1A area would be dedicated to the City of Perris during Phase 1A project development. However, the zoning and implementation of land use changes associated with these areas would be addressed in a later phase of development.

Table 2-4 below shows the net changes in land uses for the project. The net result of proposed land use changes within Phase 1A project area would be an increase of approximately 14 acres of residential land uses and a net increase of 14 single-family units.

Table 2-4 Summary of Proposed Acreage by Designated Land Use Type Changes in Acres

	Approved 1990 GVSP	Phase 1A GVSP Project	Difference
Single-Family Residential	60.6	74.3	+13.7
Parks	5	0.7	-4.3
Schools	7.5	0	-7.5
Total Acreage	**73.1**	**75**	**+1.9**

Note: Open space is included within the residential land use categories

2.4.2 Changes to Section 2.2: Phasing Plan

With the exception of PA 28, the Phase 1A project area was planned for buildout during Phase 3 of development in the 1990 GVSP. Under the project, the Phase 1A project area would now be scheduled as the first phase of GVSP development.

2.4.3 Changes to Section 3: Specific Plan Zoning

Specific plan zoning within the project area would not change for PA 17, 27, and 28, all with the same land use category (R-5,500 – 6,000). Approved zoning for Public Facilities-Open Space (PF) for PA 15 and 16 (now the western portion of PA 17) within TTM 36988 would change to 5,500 – 6,000 Residential (R-5,500 – 6,000).

2.5 PHASE 1A SCHEDULE, CONSTRUCTION WORKERS, AND EQUIPMENT

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

Timing of construction of the project would be affected by the entitlement process, market demand, and other factors. For the purposes of this analysis, construction is assumed to occur between 2017 and 2021. The Phase 1A project would be developed in two phases.

PHASE 1: Construction of this phase is anticipated to begin as early as spring 2017 and would take place on approximately 37.9 acres in the PA 27 and 28 portion of the project site. Activities would include initial site preparation (grubbing, clearing, and grading) over a two-month period, followed by infrastructure development over a three-month period, and then construction of 165 residences between 2017 and 2019.

PHASE 2: This phase is anticipated to begin fall 2017 on approximately 37.1 acres located in PA 17. Like Phase 1, activities would include initial site preparation (grubbing, clearing, and grading) over the first two-months, followed by infrastructure development over a three -month period, and then construction of 145 residences between 2018 and 2020.

Phase 1 and Phase 2 of construction would overlap between fall 2017 through late 2020. Up to 194 construction workers would be on the site during the most labor-intense phase of construction (i.e., construction of all PAs within Phase 1A area during 2018 and 2020), which would generate up to 387 one-way vehicle trips per day (assumes vehicle occupancy of one worker per vehicle). Up to 74 vendor trucks would access the site in a day during building construction, which would generate 148 one-way trips.

Although the project site is 75 acres, it is anticipated that no more than five acres would be disturbed per day during construction.

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

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 CEQA Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the CEQA Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR, and the environmental impact significance conclusions of the EIR remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

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

3.1.2 Do Proposed Changes Involve New Significant Impacts?

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

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

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

3.1.4 Any New Information Requiring New Analysis or Verification?

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

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

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

3.1.5 Do Prior Environmental Documents Mitigations 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. New mitigation measures are included, if needed.

3.2.3 Conclusions

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

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

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

4.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the Final EIR Section 4.11 Aesthetics, has occurred since certification of the Final EIR in 1990. As noted in the GVSP EIR, 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 GVSP EIR.

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

As described in the Aesthetics setting of the Final EIR, the project site is within the relatively flat Perris Valley. Views from the Valley floor include local hills and mountain ranges. These views have not changed since the Final EIR was certified. The GVSP EIR noted that aesthetic impacts would be largely mitigated by the proposed landscape plan and site development standards (Mitigation Measure 4.11.3). The project would change the development pattern and phasing of the GVSP site and would result in a slight increase in the number of dwelling units within the project site, but would continue to develop similar land uses (e.g., residential). Further, the project would not result in changes to the overall land use assumptions including buildout maximums for the rest of the GVSP area. The proposed changes would not change the landscape and site design standards and requirements that provide mitigation for aesthetic impacts. Overall, aesthetics impacts would remain and would be similar to what would occur under the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

There are no officially designated State Scenic Highways or National Scenic Byways with views of the site. The project would change the development pattern and phasing of the GVSP site from that previously approved. Because the project would develop the site with a similar development pattern and land uses as described in the Final EIR and none of these uses would be visible from officially designated scenic

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

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Impact 4.11.2.1 of the Final EIR noted that the GVSP would extensively alter the project site, changing the area from relatively open views of areas devoted to agriculture to suburban development including commercial and residential structures. The Final EIR noted that site design elements, including the landscape plan, would soften the new hardscapes such that the project would not result in significant adverse impacts. The project would slightly increase the number of dwelling units within the project site, but would not change the overall land use assumptions for the rest of the GVSP area. However, the project would not change the landscape and site design standards and requirements that minimize the degree of aesthetic impacts. Overall, aesthetics impacts would remain and would be similar to what would occur under the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

Impact 4.11.2.2 of the GVSP EIR evaluated the potential for impacts from the GVSP related to nighttime light and glare. The Final EIR noted that development permitted under the GVSP would add sources of nighttime lighting, and that nighttime light would have adverse effect on the Mount Palomar Observatory. Mitigation Measure for this impact was adopted and required the project to comply with Riverside County Ordinance 655, also known as the Mount Palomar Lighting Ordinance. This ordinance is still in effect, and would continue to apply to the GVSP. Because the project would not alter the overall scale and density of development within the GVSP area, these proposed changes would not be expected to substantially increase the level of nighttime light or glare that would occur compared the previously approved project. Further, the project would continue to comply with mitigation recommended in the EIR. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GEIR remain valid and no further analysis is required.

Mitigation Measures

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

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

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

CONCLUSION

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

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	No	Yes, but impact remains significant and unavoidable
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3	No	No	Yes
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Setting pp. 4-33, 4-39 to 4-42 Impact 4.6.2.3 Forest land not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified.	No	No	Agriculture: Yes; Forestry Resources: NA

4.2.1 Discussion

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

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

As indicated in the GVSP EIR, the project site included Farmland of Statewide Importance in the western portion of the Phase 1A area and Farmland of Local Importance within the southern portion of the area. Currently, the entire Phase 1A area is identified as Farmland of Local Importance (CDC 2014). Impact

4.6.2.3 acknowledged that the GVSP would eliminate a significant amount of agricultural soils, but concluded that agriculture is not a long-term, economically-viable use of the land. The GVSP EIR concluded that the GVSP project would result in a significant and unavoidable impact related to Farmland despite implementation of mitigation, which requires vegetative barriers and buffers, encourages the continuation of on-site agriculture if feasible and compatible, and recommends that the City's general plan consider mechanisms for enhancing agricultural activities.

This project would not alter the amount of Farmland that would be converted under the GVSP. Because of farmland designation changes that have been made within the Phase 1A area since 1990 approval of the GVSP, the project would alter land designated as Farmland of Local Importance within the Phase 1A area. Land designated as Farmland of Statewide Importance is no longer located within the Phase 1A area, Overall, impacts to farmland would remain and would be similar to what would occur under the GVSP EIR. The farmland designation change since 1990 would not change the conclusions of the EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The specific plan zoning within the Phase 1A area would not change for PA 17, 27, and 28, all with the same residential land use category (R-5,500 – 6,000). Approved zoning for Public Facilities-Open Space (PF) for PA 15 and 16 (now the western portion of PA 17) within TTM 36988 would change to 5,500 – 6,000 Residential (R-5,500 – 6,000). Therefore, the project would not conflict with land zoned for agricultural uses. As described on page 4-40 of the Final EIR, there were no parcels within the GVSP site subject to a Williamson Act contract. There are still no lands subject to Williamson Act contracts within the GVSP site (CDC 2016); therefore, no impacts related to conflict with such contracts would occur. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

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

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

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

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

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

The GVSP EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The GVSP EIR included a mitigation measure intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. The project includes changes to the development pattern and phasing of the GVSP site. The proposed changes would not alter the number of agricultural acres that would be converted to non-agricultural use. Overall, impacts on agricultural resources would remain and would be similar to what was anticipated to occur under the GVSP EIR. The project would not involve the conversion of farmland that was not previously evaluated in the Final EIR and no new

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

Mitigation Measures

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

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

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

CONCLUSION

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

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, impact remains less than significant.
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, mitigation has been updated. Impact remains significant and unavoidable.
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, mitigation has been updated. Impact remains significant and unavoidable.
d. Expose sensitive receptors to substantial pollutant concentrations?	Not analyzed.	No	No	Yes, impact is less than significant.
e. Create objectionable odors affecting a substantial number of people?	Page 4-98 of the GVSP FEIR	No	No	Yes, impact is less than significant.

4.3.1 Discussion

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

Consistency of the GVSP with the Air Quality Management Plan (AQMP) developed by the South Coast Air Quality Management District (SCAQMD) for the South Coast Air Basin is discussed on pages 4-97 through 4-99 of the GVSP EIR. The project relates to the AQMP through the land use and growth assumptions used to forecast automotive air pollutant emissions. The GVSP's consistency with the AQMP is tied to whether a developed condition for the project site was considered in the AQMP. The AQMP that was in effect at the time that the FEIR was certified was the 1989 AQMP. The Final EIR concluded that the GVSP was consistent with the growth projections for the City of Perris and Riverside County.

Since the Final EIR was certified in 1990, the SCAQMD has adopted several newer AQMP's, the most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012 and supplemented in February 2015. The land uses envisioned in the approved GVSP have been taken into account for the regional growth projections for the current AQMP.

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

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The methods of analysis for criteria air pollutant (CAP) and precursor estimation have evolved since the GVSP EIR was prepared. Since that time, the Urban Emissions model (URBEMIS) that was used in the GVSP EIR analysis was replaced with the California Emissions Estimator Model (CalEEMod) Version 2013.2.2 computer program (SCAQMD 2013). CalEEMod was developed by the SCAQMD is now the most widely-recognized modeling tool by air districts in California for estimating CAP and precursor emissions of land use development projects, including SCAQMD. Additionally, the SCAQMD has since developed specific mass daily thresholds of significance for evaluating construction and operational air pollutant emissions.

The replacement of URBEMIS with CalEEMod, as well as the new thresholds and guidance recommended by the SCAQMD, do not constitute "new information of substantial importance" as defined in CEQA Guidelines Section 15162, because the adverse effects of CAPs and precursors were known at the time the GVSP FEIR was prepared and similar modeling methodologies were available to estimate emissions. Instead, modeling and thresholds have evolved over time as information has become available. In this environmental review, an analysis is conducted to evaluate the project's impacts in the context of the current regulatory environment, to apply the SCAQMD's threshold and methodology and, more specifically, to evaluate whether the project would have substantially more severe impacts to air quality than identified for the same area in the approved GVSP.

Short-Term, Construction-Generated Emissions

The potential impacts of construction-generated CAP and precursor emissions are discussed on pages 4-97 and 4-98 of the GVSP EIR. The analysis determined that construction-generated emissions would contribute substantially, or result in an exceedance of the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQs). Construction mitigation measures identified in the GVSP EIR included implementation of dust control measures required by SCAQMD Rules 402 and 403 and the *Fugitive Dust* mitigation measure on page 4-100 of the GVSP EIR. The *Fugitive Dust* mitigation measure would reduce PM_{10} concentrations generated during construction, however, even with implementation of this mitigation measure, the GVSP EIR concluded that construction-generated emissions would be significant and unavoidable.

To evaluate whether the project would have substantially more severe impacts to air quality than were identified for the same area in the approved GVSP, construction-generated emissions were estimated for both scenarios using CalEEMod. The results of the modeling are summarized in Table 4.3-1.

As shown in Table 4.3-1, the mass daily emissions levels generated by construction activities for both the approved GVSP and the project would exceed the SCAQMD's current thresholds of significance for oxides of nitrogen (NO_X). However, the level of construction-related emissions of NO_X and all other CAPs and precursors associated with the project would be less than or equal to the level associated with construction activity on the same portion of the GVSP.

The quantity of emissions-generating construction activity would generally be less under the project as for the same area in the adopted GVSP, and the quantity of land that would be developed and the intensity and pace of construction would generally be the same. As shown in Table 4.3-1, the project would result in levels of construction-related emissions of CAP and precursors that are approximately the same if not lower than the adopted GVSP, and thus, would not result in an impact to air quality in excess of what was identified in the GVSP. Nonetheless, the level of construction-related emissions would exceed the SCAQMD-recommended mass emission thresholds of significance for NO_X. SCAQMD guidance states that new or modified projects analyzed under CEQA shall be mitigated to the maximum extent feasible (SCAQMD 2008:4). Therefore, a set of preferred mitigation measures consistent with current SCAQMD guidance was developed. These project-specific measures replace mitigation identified in the GVSP FEIR to reduce construction-related CAP and precursor emissions to the maximum extent feasible.

Even with implementation of all feasible mitigation measures, SCAQMD thresholds of significance would still be exceeded and the impact would remain significant and unavoidable. This was the same conclusion reached in the GVSP EIR. Therefore, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-related CAP and precursor emissions. The conclusions of the GVSP EIR remain valid and no further analysis is required.

Long-Term, Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursor Emissions

The potential impacts of operational emissions are discussed on pages 4-98, 4-99, and 4-100 of the GVSP EIR. The GVSP EIR determined that long-term, operational-related emissions would result in an exceedance of the NAAQS and the CAAQs. The proposed mitigation measure addressing operational-related emissions in the GVSP EIR consisted of implementation of a Transportation System Management (TSM) program to reduce vehicular traffic and the associated environmental effects. However, operational emissions were concluded to be significant and unavoidable.

The project's operational emissions were compared to the same area in the GVSP to evaluate whether the project would result substantially more severe impacts to air quality. The results of the modeling are shown in Table 4.3-2.

As shown in Table 4.3-2, the mass daily emissions generated by operational activities associated with the project would be less than the operational emissions associated with the same area in the approved GVSP. However, operational emissions of reactive organic gases (ROG) and NO_X for the project would exceed the applicable SCAQMD thresholds of significance. The same area in the approved GVSP would exceed the SCAQMD thresholds for ROG and NO_X as well. However, the project would generate lower emissions for all CAP and precursors analyzed as compared to the same area in the adopted GVSP.

As discussed above, the residential land use densities of the project would be similar overall and the 7.5-acre school site and 5-acre park originally proposed as part of this phase of development would not be included in the project. This would result in lower area- and mobile-source emissions. Thus, the project would not result in air quality emissions impacts in excess of the impacts identified for in the approved GVSP for the same area.

The project's operational ROG and NO_X emissions would exceed applicable SCAQMD mass daily emission thresholds. SCAQMD guidance states that new or modified projects analyzed under CEQA shall be mitigated to the maximum extent feasible (SCAQMD 2008:4). Therefore, a set of preferred mitigation measures consistent with existing SCAQMD guidance was developed and are proposed to replace adopted mitigation to reduce the project's operational-related CAP and precursor emissions to the maximum extent feasible.

Therefore, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-related CAP and precursor emissions. The conclusions of the GVSP EIR remain valid and no further analysis is required.

Mobile-Source Carbon Monoxide Concentrations

The potential for GVSP-induced traffic congestion at area intersections to result in high localized concentrations of CO near sensitive receptors is evaluated on page 4-99 of the GVSP EIR. Using the California Roadway Dispersion model CALINE4, the worst-case scenario was used to determine the "hot spot" potential. The maximum CO level modeled was 3.7 parts per million above background levels, and thus was determined to be less than significant.

Since 1990, the ambient CO concentrations through the South Coast Air Basin have reduced substantially and the entire basin is now in attainment of national and State standards for this pollutant. The project would result in a small fraction of the CO levels modeled for the GVSP and would result in fewer vehicular trips than were approved for the project site. Thus, the project would not result in any CO level increase above that which was modeled for the GVSP EIR. Therefore, no new or substantially more severe air quality impacts related to mobile-source CO concentrations would occur. The conclusions of the GVSP FEIR remain valid and no further analysis is required.

Table 4.3-1 Construction

Construction Emissions	ROG (lb/day)[2]			NO_X (lb/day)			CO (lb/day)[3]			PM_{10} (lb/day)[3]			$PM_{2.5}$ (lb/day)[3]		
	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change
Adjacent Commercial and Multi-Family[1]	488	458	-30	70	70	0	55	51	-5	21	21	0	13	13	0
TTM 36988	3	3	0	79	79	0	53	53	0	21	21	0	13	13	0
TTM 36989	4	3	-1	79	79	0	53	53	0	21	21	0	13	13	0
Combined Net Change (TTM 36988 and TTM 36989 only)	**7**	**6**	**-1**	**158**	**158**	**0**	**106**	**106**	**0**	**42**	**42**	**0**	**26**	**26**	**0**
Combined Net Change	**495**	**463**	**-32**	**228**	**228**	**0**	**162**	**157**	**-5**	**63**	**63**	**0**	**38**	**38**	**0**
Threshold of Significance for Year 2020 or Earlier (lbs/day)	*75*			*100*			*550*			*150*			*55*		

Notes:

[1] Emissions from adjacent commercial and multifamily land uses are presented for informational purposes only, recognizing that the tentative maps are likely to quickly follow the project.

[2] 2019

[3] 2017

See Appendix C for detail on air quality model inputs, assumptions, and project-specific modeling parameters.

lb/day = pounds per day ROG =reactive organic gases NO_X =oxides of nitrogen PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less $PM_{2.5}$ =respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less

Source: Modeling performed by Ascent Environmental in 2016.

Table 4.3-2 Operational

Operational Emissions	ROG (lbs/day)			NO_X (lbs/day)			CO (lbs/day)			PM_{10} (lbs/day)[2]			$PM_{2.5}$ (lbs/day)[2]		
	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change	1990 Green Valley Specific Plan (Area Covered by Phase 1A Project)	Phase 1A Project	Net Change
Adjacent Commercial and Multi-Family[a]	89	70	-19	79	71	-8	408	347	-61	82	71	-11	32	26	-6
TTM 36988	64	56	-8	24	21	-3	199	173	-26	35	30	-5	20	18	-3
TTM 36989	66	49	-17	61	19	-42	302	152	-150	62	27	-35	23	16	-8
Combined Net Change (TTM 36988 and TTM 36989 only)	**130**	**105**	**-25**	**85**	**40**	**-45**	**501**	**325**	**-176**	**97**	**57**	**-40**	**43**	**34**	**-11**
Combined Net Change	**219**	**175**	**-44**	**164**	**111**	**-53**	**908**	**671**	**-237**	**179**	**128**	**-51**	**76**	**59**	**-17**
Threshold of Significance for Year 2020 or Earlier (lbs/day)	*55*			*55*			*550*			*150*			*55*		

Notes:

[a] Emissions from adjacent commercial and multifamily land uses are presented for informational purposes only and recognizing that the tentative maps are likely to quickly follow the project.

See Appendix C for detail on air quality model inputs, assumptions, and project-specific modeling parameters.

lb/day = pounds per day ROG =reactive organic gases NO_X =oxides of nitrogen PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less $PM_{2.5}$ =respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less

[1]2019

[2]2017

Source: Modeling performed by Ascent Environmental in 2016.

c) 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 4-98 through 4-99 of the GVSP EIR evaluated cumulative air quality impacts of the GVSP, which includes those emissions attributable to the development in the same area as for the project. Cumulative impacts to air quality associated with the project would be similar and are within the scope of the analysis in the GVSP EIR.

As discussed in (b), above, the adopted GVSP would result in exceedances of SCAQMD's current significance criteria during project construction and operation. The amount of emissions generated during project construction and operation would be substantial in comparison to other projects in the region, would be cumulatively considerable and, therefore, significant. In addition, applicable mitigation measures were recommended which would minimize construction- and operation-related emissions. For these reasons, project construction and operation could result in, or substantially contribute to, a violation of air quality standards on a cumulative basis.

The GVSP mitigation measures detailed in (b), above, were required to minimize the project's construction- and operation-related emissions. These mitigation measures represented feasible measures for reducing construction- and operation-related emissions at the time of the GVSP EIR was adopted. Pursuant to current SCAQMD guidance that projects analyzed under CEQA shall be mitigated to the maximum extent feasible, a set of proposed mitigation measures is provided below. The project would involve a comparable amount of development to the same area in the adopted GVSP, and would generate emissions that would be considered substantial in the region. This cumulative impact to air quality would remain significant and unavoidable and the project's contribution to that impact would be considerable. The conclusions of the GVSP EIR remain valid and no further analysis is required.

The GVSP FEIR also evaluated cumulative air quality impacts associated with localized CO concentrations from traffic congestion at buildout of the GVSP. As discussed in (a), above, this cumulative impact was found to be less than significant. Given that passenger vehicles emit less CO than 1990, when the GVSP FEIR was produced, and that the project would generate fewer vehicle trips than was anticipated for the same area in the GVSP FEIR, no new or substantially more severe air quality impacts related to mobile-source CO concentrations would occur. Therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Toxic Air Contaminant Concentrations

Particulate exhaust emissions from diesel-fueled engines (i.e., diesel PM) was identified as a toxic air contaminant (TAC) by the California Air Resources Board (ARB) in 1998. The potential for toxic air contaminant concentrations from construction equipment was not analyzed in the GVSP EIR.

The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (ARB 2005). Although other TACs are contained in motor vehicle exhaust (e.g., benzene, 1,3-butadiene, hexavalent chromium, formaldehyde, methylene chloride), they are primarily associated with industrial operations, which are not a part of the project. Thus, diesel PM is the TAC of primary concern for purposes of this analysis. Emissions of diesel PM from construction and operation of the project are discussed separately below.

Temporary, Short-Term TAC Emissions from Construction Equipment

Construction-related activities would result in temporary, short-term project-generated emissions of diesel PM generated by off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, clearing,

grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. As discussed in (b) and a shown in Table 4.3-1, construction-related emissions of $PM_{2.5}$, used as a surrogate for diesel PM, would be minor and would not exceed applicable thresholds of significance for the project or the same area in the GVSP. Further, the dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to guidance from the Office of Environmental Health Hazard Assessment (OEHHA), health risk for a residential project from TACs should be based on a 30-year exposure period (OEHHA 2012). Thus, considering that construction-generated emissions of diesel PM would not take place in close proximity to any single receptor for an extended period of time, short-term emissions of diesel PM would not result in substantial pollution concentrations at existing nearby sensitive receptors and would not exacerbate the existing health risks from TAC emissions for the project or the same area in the GVSP. Therefore, as a result of the project, no new or substantially more severe air quality impacts would occur from TAC exposure from vehicular activity. Therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Long-Term, Operational Related TAC Emissions

The most heavily traveled roadway in close proximity to the GVSP is Ethanac Road which currently experiences a volume of approximately 10,000 average daily trips (ADT) (Webb Associates 2016). The GVSP as a whole is anticipated to generate approximately 25,000 to 40,000 ADT along various segments of Ethanac Road in the vicinity of the project site. Further, and in accordance with ARB guidance (2005), roadways with traffic volumes that exceed 100,000 ADT generally have the potential to expose nearby receptors to substantial levels of health risk (ARB 2005: 4). Therefore, the traffic volumes resulting from full buildout of the GVSP would be minimal in comparison to ADT levels known to generate the highest risk, thus the GVSP would not result in the exposure of sensitive receptors to substantial pollutant concentrations or associated levels of health risk.

Because of the land uses proposed for the project, additional trips would be associated with passenger vehicles, rather than diesel trucks, which is a primary source of mobile TACs on roadways. Additionally, the project would generate fewer daily trips than the same area in the GVSP. The land uses associated with the project generally would not generate a high volume of diesel truck trips, project-generated ADT would be lower than those generated by the same area for the GVSP, and minimal in comparison to ADT levels known to generate the highest risk. Therefore, the project would not result in new or substantially more severe levels of TAC exposure at sensitive receptors. Therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Localized Significance Threshold Analysis

The potential for significant adverse localized air quality impacts during construction or operation of the project was not analyzed in the GVSP EIR. Since the time the GVSP EIR was prepared, the SCAQMD has developed a localized significance threshold (LST) methodology and associated look-up tables that can be used by public agencies to determine whether or not a project may result in significant adverse localized air quality impacts. Key parameters in the look-up tables include the localized mass emission level of CAPs, the distance the distance to the nearest off-site receptors, and the background pollutant concentration in the source receptor area (SRA) where the project site is located.

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the CAAQS, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SCAQMD 2008). The project site is in SRA 24.

According to SCAQMD's LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site; such as warehouse/transfer facilities. The project does not include such uses. Therefore, no operational LST analysis is needed.

SCAQMD's LST methodology states that on-site emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ should be analyzed for construction activities. SCAQMD has provided LST lookup tables and sample construction scenarios to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the project site is 75 acres, it is anticipated that no more than five acres would be disturbed per day during construction. This limitation is included as Mitigation Measure AIR-2. Therefore, construction of the project in 5-acre increments was modeled.

The LSTs are estimated using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors (in meters). The nearest sensitive receptors are the existing residences adjacent to the project site along the south side of Ethanac Road, approximately 25 meters from the project boundary. As shown in Table 4.3-1 above, the construction-generated emissions of CAPs and precursors (i.e., NO_x, CO, PM_{10}, and $PM_{2.5}$) would be the same for the project and the level of construction projected for the same area in the adopted GVSP. The results for each phase of construction are summarized in Table 4.3-3 below.

Table 4.3-3 LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading	140.6	80.2	10.6	6.7
Building Construction	56.6	40.1	3.0	2.7
Paving	69.4	48.1	4.7	4.3
LST Threshold for 5-acres of ground disturbance with receptors at 25 meters	**270**	**1,577**	**13**	**8**

Source: Webb Associates 2016

Emissions from construction of the project would not exceed the LSTs established by SCAQMD. Because construction emissions of LST analyzed pollutants would be equivalent under the project and the development of the same area under the approved GVSP, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts.

e) Create objectionable odors affecting a substantial number of people?

Short-Term Use of Construction Equipment

The GVSP EIR explains on page 4-98 that construction activities associated with the development of on-site land uses could result in odorous emissions from diesel exhaust generated by construction equipment. Exposure to odorous diesel exhaust emissions would be transitory and brief, thus, the impact of such odors was determined to be less-than-significant.

As discussed in (b), above, construction activity would be slightly less under the project as for the same area in the adopted GVSP, and the quantity of land that would be developed and the intensity and pace of construction would generally be the same. Thus, sensitive receptor exposure to odorous diesel exhaust emissions under the project would occur for a brief period and the construction activity would be transitory by nature, therefore not exposing any single sensitive receptors to objectionable odorous diesel exhaust emissions for an extended period of time. For these reasons, consistent with the GVSP EIR finding, odorous emissions generated during construction under the project would also be less than significant. Therefore, the project would not result in new or substantially more severe odor impacts from construction. Therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Long-Term Operation of On-Site Land Uses

The GVSP EIR does not address odorous emissions and impacts associates with the long-term operation of on-site land uses. However, development under the project would be similar in area and size to what was approved for the same area in the GVSP FEIR and would not contain any long-term sources of odors (e.g., industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as wastewater treatment plants or landfills). Therefore, no new or substantially more severe odor impacts from on-site sources would occur as a result of the project and no further analysis is required. Therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the GVSP FEIR analysis and would remain applicable if the project were approved:

Mitigation Measure 4.9.3: Air Quality Emissions (see pp. 4-100 and 4-101 of the GVSP Final EIR [Appendix A] and pp. 5- 18 and 5-19 of the GVSP MMRP [Appendix B])

- Implement all applicable requirements of SCAQMD Rule 402 Regarding Nuisance
- Implement all applicable requirements of SCAQMD Rule 403 Regarding Fugitive Dust
- Implement a Transportation System Management program that includes:
  - Coordination with the AQMD to implement regional strategies and tactics
  - Development of park-and-ride facilities
  - Encouragement of bicycle and pedestrian circulation alternatives
  - Express transit access from the Green Valley area to regional employment centroids
  - Encouragement of job-intensive uses to reduce the existing and growing jobs-housing imbalance that promotes long commutes in and out of the local area.
  - Obtain commitments from individual project proponents to reserve land within their development for public transportation access and park-and-ride facilities.

The following mitigation measures are proposed for the project to satisfy current SCAQMD guidance for mitigating new or modified projects analyzed under CEQA to the maximum extent feasible.

Mitigation Measure AIR-1

Construction

- Use alternative diesel fuels where feasible.
- During construction, only architectural coatings with an average VOC content of 50 grams per liter or less shall be used.
- Estimate and disclose to the City projected PM_{10} emission concentrations at nearby sensitive receptors resulting from construction of on-site elements.
- The project applicant shall include the following construction dust emission control requirements in its contract agreements with all construction contractors:

- Trackout Prevention: Install gravel bed trackout apron (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) to reduce mud/dirt trackout from unpaved truck exit routes.

- Trackout Prevention: Require paved interior roads to be at least 100 feet long, 12 feet wide per lane and edged by rock berm or row of stakes, or add 4-foot shoulders to paved roads.

- Construction Activities: Apply water every 3 hours to disturbed areas within a construction site.

- Scraper loading and unloading: Require minimum soil moisture of 12% for earthmoving by use of a moveable sprinkler system or a water truck. Moisture content can be verified by lab sample or moisture probe.

- Grading: Replace ground cover in disturbed areas as quickly as possible.

- Grading: All trucks hauling dirt, sand, soil, or other loose materials shall be tarped with a fabric cover and maintain a freeboard height of 12 inches.

- Storage piles: Water the storage pile by hand at a rate of 1.4 gallons per hour per square yard, or apply cover when wind events are declared.

- Local, collector and arterial streets: Implement street sweeping program with Rule 1186 compliant PM_{10} efficient vacuum units (14-day frequency)

- Local, collector and arterial streets: Sweep streets using SCAQMD Rule 1186-compliant PM_{10}-efficient vacuum units (once per month frequency)

- Windblown dust from disturbed areas: Plant vegetative ground cover in disturbed areas as soon as possible.

- The project applicant shall implement the following exhaust control measures:

  - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [as required by California Code of Regulations, Title 13, sections 2449 (d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

  - Maintain all construction equipment in proper working condition according to manufacturer specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

  - Applicant shall be responsible for ensuring (e.g., require construction contractor(s), hire a California Air Resource Board certified visual emission evaluator) that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the SCAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary will not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SCAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SCAQMD or state rules or regulations.

  - All off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project shall be equipped with Tier 3 engines or better.

- Improve pedestrian network.
  - The internal pedestrian access network shall be designed to minimize barriers to pedestrian access and improve interconnectivity between various land uses and amenities. Design features may include, but are not limited to the following:
    - Designated pedestrian routes that interconnect site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities. Routes shall have minimal conflict with parking and automobile circulation facilities, where appropriate.
    - Internal project streets that have sidewalks a minimum of five feet wide. Sidewalks shall feature vertical curbs or planting strips separating sidewalks from parking or travel lane, where appropriate.
- Provide traffic calming measures.
  - Roadways and intersections shall be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with the use of traffic calming features, in all appropriate areas. Measures may include, but are not limited to, the following:
    - Roadways may include on street parking, planter strips with street trees, horizontal shifts, bollards, rumble strips (where it is determined that they are appropriate for the surrounding environments), woonerfs, and any other similar feature
    - Intersection calming features may include marked crosswalks, count-down signal timers, curb extensions, channelization islands, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, traffic circles or mini-circles, and any other similar feature
- Exceed 2013 Title 24 with respect to natural gas consumption
  - Development proposals within the Phase 1A project area shall be required to comply with all current California building codes, including Title 24. To reduce NO_X emissions associated with the consumption of natural gas, the applicant of any development application within the Phase 1A project area shall commit to achieve a level of energy efficiency 25% above the requirements in the most current Title 24. This may be achieved by, but is not limited to, the following measures:
    - Installing high efficiency appliances such as stoves, clothes dryers, water heaters, and heating ventilation and air condition units.
    - Installing electric appliances in lieu of natural gas, where feasible
    - Limiting the inclusion of natural gas hearths in residential land uses

Mitigation Measure AIR-2

- During construction, the rate in area of disturbance shall not exceed five acres per day.

CONCLUSION

This report provides additional project-level air quality analysis. While the analysis provides additional detail for the project site, the project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the GVSP EIR remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4.	**Biological Resources. Would the project:**				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes, mitigation has been updated
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes, mitigation has been updated
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Environmental Setting pp. 4-20 Impacts pp. 4-27 to 4-29	No	No	Yes, mitigation has been updated
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 pp. 4-20 Impacts pp. 4-28	No	No	Yes, mitigation has been updated
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Environmental Setting pp. 4-27 Impacts pp. 4-28 to 4-29	No	No	Yes, mitigation has been updated
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?	Impact pp. 4-29	No	No	Yes, mitigation has been updated
g.	Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Environmental Setting pp. 4-20 No Impact	No	No	NA

4.4.1 Discussion

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

- 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 MSHCP area in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

New information pertaining to biological resources on the project site has become available since the GVSP EIR was certified in 1990. Twelve site visits to the GVSP project area were conducted by Glenn Lukos Associates, Inc. (GLA) from January 24, 2014 to May 6, 2016 to conduct focused surveys for burrowing owl and rare plants and to verify whether conditions on the site have changed since adoption of the GVSP EIR. Updated biological technical reports for the project are provided in Appendix D1 and D2 of this Addendum. The existing conditions of the site are similar as described in the Final EIR (GLA 2015, 2016), except that a wetland described in the GVSP EIR along Murrieta Road is no longer present.

The project would be consistent with Policy II.A of the Conservation Element because in addition to implementation of biological mitigation measures in the 1990 Final EIR, Mitigation Measure BIO-2 (below) would require preconstruction burrowing owl surveys and associated consultation with California Department of Fish and Wildlife (CDFW). With implementation of this updated mitigation, the project would comply with state and federal regulations to ensure protection and preservation of significant biological resources consistent with Policy II.A. of the Conservation Element.

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was implemented in 2003, 13 years after the GVSP EIR was certified. The GVSP project area is located within the MSHCP area. As discussed in detail in section a. below, the project site is within areas identified in the MSHCP as a burrowing owl survey area and a narrow endemic plant species survey area (NEPSSA). Mitigation associated with these survey areas are provided as Mitigation Measure BIO-1(below). With implementation of this measure, the project would be consistent with Policy III.A of the Conservation Element.

The following discussion summarizes new biological information and compares this information to the analysis presented in the GVSP 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 GVSP EIR evaluated the impact of the GVSP on two special-status plant and five special-status animal species which had the potential to occur within the GVSP project area (pages 4-27 to 4-29 of the GVSP EIR). One of these plant species, Payson's caulanthus (*Caulanthus simulans*) is no longer a special-status species because of clarification in the species taxonomy (CNPS 2016). The species is now included on a Watch List, but is no longer considered rare, threatened or endangered in California or elsewhere. Two of the animal species, the orangethroat whiptail (*Aspidoscelis hyperythra*) and the black-tailed gnatcatcher (*Polioptila melanura*) have been downgraded from state species of special concern, to California Department of Fish and Wildlife's (CDFW) watch list. Therefore, these three species are no longer considered special-status species.

Two recent biotech reports for the project (see Appendix D1 and D2 of this Addendum) identified 12 new special-status plants, and four new special-status animals with potential to occur in the GVSP project area (GLA 2015, 2016). Special-status plants included: California orcutt grass (*Orcuttia californica*), Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), many-stemmed dudleya (*Dudleya multicaulis*), mud nama (*Nama stenocarpum*), Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), San Jacinto Valley crownscale (*Atriplex coronate* var. *notatior*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), spreading navarretia (*Navarretia fossalis*), vernal barley (*Hordeum intercedens*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). Special-status

animals included: burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), loggerhead shrike (*Lanius ludovicianus*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Only one special-status species, California horned lark, was observed in the GVSP project area. All other special-status species had a low potential for occurrence. While California horned lark is not federally or state listed, it is a covered species under the Western Riverside County MSHCP. Impacts to California horned lark would be reduced to a less-than-significant level with implementation of Mitigation Measure BIO-1 below.

The GVSP EIR concluded that impacts to raptor foraging habitat would be significant and unavoidable due to the loss of a windrow of Eucalyptus trees along Murrietta Road. The updated biotech reports state that while the Eucalyptus stand could provide habitat for nesting raptors, the surrounding area does not provide suitable foraging habitat (GLA 2015, 2016). These trees were not previously evaluated in the Final EIR to determine whether they could be used for raptor nesting. The design feature/avoidance measure outlined in Mitigation Measure BIO-1, in accordance with the MSHCP, would reduce impacts to nesting raptors to a less than significant level because disturbance and loss of active nests would be avoided.

The GVSP project area is within areas identified in the MSHCP as a burrowing owl survey area and a narrow endemic plant species survey area (NEPSSA). Within these survey areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. If burrowing owls or a subset of endemic plant species are detected, the MSHCP requires that 90 percent of those portions of the property that provide for long-term conservation value for the identified species shall be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP.

Focused burrowing owl surveys were conducted by GLA in 2014, 2015, and 2016. Burrowing owls were not detected, and very little suitable habitat was detected within the GVSP project area. Because conditions could change prior to construction, burrowing owl could occupy the project site in the future. To avoid disturbance to burrowing owls, and reduce impacts to a less-than-significant level, preconstruction surveys would be conducted in accordance with MSHCP requirements, outlined in Mitigation Measure BIO-2.

Focused NEPSSA surveys were also conducted by GLA in 2014, 2015, and 2016. Specific narrow endemic plant species were not detected, and it was determined that there was an overall lack of suitable habitat. Because of this lack of habitat, impacts to these species are not expected, and additional surveys would not be necessary.

With updated mitigation, the project would not result in any new significant impacts or substantially more severe impacts to special-status species; therefore, the findings of the GVSP 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?

On page 4-20, the Final EIR concluded that all historical native plant communities had been eliminated due to many years of agricultural cultivation. The recent Biological Technical Report (GLA 2016) also concluded that the GVSP project area does not support any riparian habitat or any other sensitive natural community. The GVSP project area is made up entirely of ruderal and disturbed vegetation and land types. Thus, the development would not affect riparian habitat or other sensitive natural community.

The project would not result in any new significant impacts or substantially more severe impacts to riparian habitat or other sensitive natural communities; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

On page 4-27, the Final EIR 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. The recent Biological Technical Report (GLA 2016) concluded that the GVSP project area no longer supports any federally protected wetlands, or vernal pools, and that there would not be an impact as a result of development. The San Jacinto River channel, which runs through the GVSP project site, is likely a jurisdictional water. However, an area of open space serving as a wildlife corridor is planned on both sides of the channel. Additionally, the Perris Municipal Code has a moratorium on development within 750 feet of the San Jacinto River (City of Perris 1989). The project would have no impact on the San Jacinto River channel.

The project would not result in any new significant impacts or substantially more severe impacts. Changes in the environmental setting at the GVSP project area have resulted in a reduction of impact. Therefore, the findings of the GVSP 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 on the GVSP project site is the San Jacinto River channel, which serves as a movement corridor for wildlife in the area. Water is present in this channel intermittently throughout the year. Current GVSP project design plans include an open space area along the San Jacinto River channel. Additionally, the Perris Municipal Code has a moratorium on development within 750 feet of the San Jacinto River (City of Perris 1989).

No changes in habitat, migration patterns, the Municipal Code, or GVSP development plans adjacent to the San Jacinto River have occurred since the GVSP was approved. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP 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. Existing trees within the project area include Eucalyptus trees along Murrieta Road. The potential for construction to adversely affect trees in the project area and conflict with the local ordinance protecting them, would result in a significant impact. Mitigation Measure BIO-3 would reduce this impact to a less-than-significant level by requiring compliance the City's urban forestry ordinance which protects and mitigates for impacts to significant trees.

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

The Western Riverside County MSHCP was implemented in 2003, 13 years after the Final EIR was certified. The GVSP project area is located within Subunit 4 of the Mead Valley Area Plan of the MSHCP. The project area is not within any MSHCP Criteria Area, thus is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy process, or the Joint Project Review process. The GVSP project area is located within the MSHCP burrowing owl survey area, and the NEPSSA. Mitigation associated with these survey areas are outlined in the special-status species section above.

With updated mitigation required under the MSHCP (see special-status species section), the project would not result in any new significant impacts or substantially more severe impacts to special-status species; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

No special-status fish species are known or have potential to occur within the portion of the San Jacinto River adjacent to the GVSP project area. Current GVSP project design plans include an open space area along the San Jacinto River channel, which should reduce impacts of construction activities to any existing fish species in the river. No new significant impacts or substantially more severe impacts to fishery resources would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures replace what was approved in the GVSP EIR (see Mitigation Measure 4.4.3 on pp. 4-28 and 4-29 of the GVSP Final EIR [Appendix A] and pp. 5- 9 through 5-11 of the GVSP MMRP [Appendix B]) and were revised to include the more specific requirements where applicable for the project.

Mitigation Measure BIO-1: Preconstruction nesting raptor survey.

- The removal of potential nesting vegetation shall be conducted outside of the nesting season (January 1st to August 31st) to the extent that this is feasible.
- If vegetation must be removed during the nesting season, a qualified biologist shall conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys shall be conducted no more than three days prior to scheduled removals.
- If active nests are identified, the biologist shall establish appropriate buffers around the vegetation containing the active nest. The vegetation containing the active nest shall not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest).
- If clearing is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.

Mitigation Measure BIO-2: Preconstruction burrowing owl survey.

- The applicant shall retain a qualified biologist to conduct focused surveys for burrowing owls in areas of suitable habitat in the staging areas. Surveys shall be conducted no more than 30 days prior to site disturbance and in accordance with *Breeding and Non-breeding Season Survey and Reports*, located in Appendix D of CDFW's *Staff Report on Burrowing Owl Mitigation* (CDFG 2012) (2012 Staff Report) and the MSCHP.
- If no occupied burrows are found, a letter report documenting the survey methods and results shall be submitted to CDFW, the Riverside County Environmental Programs Department, and the RCA Monitoring Program Administrator, and no further mitigation will be required.
- If a burrow occupied by burrowing owl is found, the District shall consult with CDFW regarding protection buffers to be established around the occupied burrow and maintained throughout construction. Recommended buffers range from 150 to 1,500 feet depending on the site conditions and burrowing owl use of the burrow. Exclusion of burrowing owls from any occupied burrows is not expected to be necessary because the staging areas may be adjusted to minimize disturbance. Exclusion of burrowing owls during the breeding season (February 1 through August 31) will be prohibited.

Mitigation Measure BIO-3: Comply with City's Urban Forestry Establishment and Care Ordinance

- To prevent the potential for loss of protected trees on-site, the applicant shall comply with all conditions of the City of Perris Urban Forestry Establishment and Care Ordinance and guidelines.

CONCLUSION

Additional biological surveys of the site have been conducted (see Appendix D1 and D2 of this Addendum), a MSHCP has been adopted, and a refined mitigation program for the project has been recommended based on the MSHCP. This new information is consistent with the activities recommended in the mitigation adopted for the GVSP. No new significant or substantially more severe biological impacts would occur with the project. In some cases, based on changes in the environmental setting, the biological impacts associated with the project would be reduced compared to the impacts described in the Final EIR. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

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

4.5.1 Discussion

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

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

The project would be consistent with Policy IV.A of the Conservation Element because implementation of updated Mitigation Measure ARCHAEO-1, PALEO-1, and CUL-1 (below) would ensure compliance with state and federal regulations related to 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]).

However, in the case of the current project, the lead agency has prepared this addendum to the previously certified GVSP EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions, and confirms that the project is consistent with what was previously analyzed under the GVSP EIR. As such, the addendum will not be released or circulated for public review and will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

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

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

In 2016, LSA Associates reviewed records and performed a field survey of the project area, which is proposed for immediate development. The LSA report (see Appendix E of this Addendum) noted that numerous record searches had been done for the project site and surrounding areas. The LSA report concluded that the potential for unknown cultural resources to be discovered is very low, and that no further cultural resources studies or archaeological monitoring is recommended (LSA 2016a:12). While the project includes changes to the development pattern and phasing of the GVSP site, it would not disturb any land or features not previously analyzed in the Final EIR, which would be less than significant with implementation of mitigation. The mitigation from the GVSP EIR would continue to be applicable to the project. Overall, impacts to historic resources would be similar to what would occur under the GVSP EIR. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

The GVSP EIR concluded that there were no prehistoric (archaeological) resources within the GVSP site. The GVSP EIR included mitigation that would protect any previously-unknown archaeological resources that might be discovered. LSA's 2016 report confirmed the low likelihood of cultural resources within the GVSP site. While the project includes changes to the development pattern and phasing of the GVSP site, it would not disturb any land or features not previously analyzed in the Final EIR. Overall, impacts to archaeological resources would be similar to what would occur under the GVSP EIR, which would be less than significant with implementation of mitigation. However, a new mitigation measure consistent with existing City practice is proposed to replace the adopted mitigation for archaeological resources. This mitigation measure is included below as Mitigation Measure ARCHAEO-1. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the certified Final EIR remain valid and no further analysis is required.

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

While the GVSP EIR did not expressly discuss the potential for impacts to paleontological resources, the potential for paleontological resources to occur at the site could have been known and evaluated at the time of the GVSP EIR. Therefore, evaluation of these impacts would not be considered significant new information. In 2016, LSA Associates performed a paleontological resources assessment for the residential components of the project, which are proposed for immediate development (see Appendix F of this Addendum). The LSA report noted the potential for impacts to paleontological resources because much of the project site consists of Very Old Alluvial Fan Deposits, which are considered to have high paleontological sensitivity. Proposed mitigation would ensure that impacts would be less than significant (LSA 2016b:15-

16). This mitigation measure, which incorporates minor changes to the existing City requirements, is included below as Mitigation Measure PALEO-1.

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

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

The GVSP EIR did not evaluate the potential for human remains to be discovered at within the GVSP area. However, the GVSP site has been utilized for agricultural purposes for several decades and is not expected to contain any human remains, including those interred outside of formal cemeteries. The LSA report also does not identify any known burials to have occurred within the GVSP area. Therefore, the project is not expected to have any impact on any human remains. However, the potential exists for previously unknown human remains to be discovered at the project site during project construction activities. The project would not change the amount or location of land that would be disturbed under the GVSP. No new information regarding human remains has been identified requiring new analysis or verification. A new mitigation measure is recommended to ensure that any human remains that might be discovered at the project site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. This mitigation measure is included below as Mitigation Measure CUL-1. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

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

- Mitigation Measure 4.5.3 Undiscovered Resources (see pp. 4-31 and 4-32 of the GVSP Final EIR [Appendix A] and p. 5-11 of the GVSP MMRP [Appendix B])

The following mitigation measures replace Mitigation Measure 4.5-3 and represent current City practice:

Mitigation Measure ARCHAEO-1

The project developer shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site project improvement areas for the unearthing of 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 grading activities shall occur at the site or within the off- site project improvement areas until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for 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 equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed 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 resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional 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 Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians. A designated Native American observer from either the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, or another tribe identified by the California Native American Heritage Commission as having connections to the area shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. 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 Native American tribes or bands. This shall include measures and provisions to protect the reburial area from any future impacts. Relocation/reburial shall not occur until all cataloging and basic recordation have been completed. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation at an accredited curation facility in Riverside County that meets federal standards per 36 CFR Part 79 and makes the artifacts available to other archaeologists/researchers for further study such as University of California, Riverside Archaeological Research Unit (UCR-ARU) or the Western Center for Archaeology and Paleontology. If more than one Native American group is involved with the project and they cannot come to an agreement as to the disposition of Native American artifacts, they shall be curated at the Western Center by default. The archaeological consultant shall deliver the Native American artifacts, including title, to the accredited curation facility within a reasonable amount of time along with the fees necessary 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 or returned to the property owner, as deemed appropriate.

Once grading activities have ceased or the archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during project development have been avoided, reburied, or curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians, the Soboba Band of Luiseño Indians, and any other tribe that participated in the evaluation of the Native American artifacts.

For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

For the purpose of this measure, ground-altering activities include, but are not limited to, debris removal, vegetation removal, tree removal, grading, trenching, or other site-preparation activities. Initial ground-altering activities refer to the first time that the existing materials are altered by construction-related activities. Materials that have already been disturbed by construction-related activities do not require subsequent monitoring.

Mitigation Measure PALEO-1

Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older 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.

Monitoring shall be restricted to undisturbed subsurface areas of older 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.

Mitigation Measure CUL-1

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

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

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

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

Coordination with the Coroner's Office would be through the City of Perris and in consultation with the various stakeholders.

The "Most Likely Descendent" (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the project.]

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Mitigation Measures ARCHAEO-1, PALEO-1, and CUL-1 would replace Mitigation Measure 4.5-3 (adopted mitigation from the GVSP EIR) to represent current City practice related to cultural resource preservation. The conclusions of the GVSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to cultural resources.

4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Setting pp. 4-3 to 4-5 Impacts 4.2.2.2 and 4.2.2.3	No	No	Yes, mitigation has been updated
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated

4.6.1 Discussion

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

- 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.

The project site does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone (Earth Systems 2015:14). However, implementation of Mitigation Measure 4.2.3.2 (Seismic Groundshaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and updated Mitigation Measure GEO-1 (below) would reduce the potential for damage due to a seismic event. In regards to seismic hazards, implementation of the above measures would ensure the project would be consistent with Policy V.A of the Land Use Element and Policy I.E. of the Safety Element.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

As described on page 4-3 of the GVSP EIR, Southern California is an area of generally high seismicity and the project site is located approximately ten miles southwest of the San Jacinto Fault. The GVSP EIR included Mitigation Measure 4.2.3.2 to reduce impacts related to seismic groundshaking, but determined that the impact would be significant and unavoidable. Mitigation Measure 4.2.3.2 states that while proposed structures are expected to perform satisfactorily if designed in accordance with current seismic standards, the impact would still be significant and unavoidable because the Southern California region is an area of high seismicity and there is no way to prevent seismic groundshaking.

The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. Earth Systems Southwest (Earth Systems) provided a Preliminary Geotechnical Engineering Report in 2015 (see Appendix G of this Addendum), which evaluated the potential for seismic hazards. The report confirmed that the project site does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone (Earth Systems 2015:14). Because the damage from surface fault rupture is generally limited to a linear zone a few yards wide, the potential for surface fault rupture to cause damage to proposed structures is negligible. No new information regarding earthquake faults has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe impacts, the findings of the GVSP EIR remain valid and no further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Impact 4.2.2.3 of the GVSP EIR evaluated the potential for secondary seismic hazards, such as settlement and liquefaction. Mitigation Measure 4.2.3.3 was included in the GVSP EIR, which required regrading as recommended in the geotechnical report and use of specific construction methods in areas prone to liquefaction. With implementation of this mitigation, secondary seismic hazard impacts were decreased to a less-than-significant level. The Earth Systems report evaluated the potential for secondary seismic hazards and provided recommendations to decrease those hazards. These recommendations are carried forward to this project as Mitigation Measure GEO-1 and cover to the following activities: site development – grading; deep foundations; foundation design software parameters; excavations and utilities; foundations; retaining walls and lateral earth pressures; seismic design criteria; slope stability; streets, driveways, and parking areas; and, site drainage and maintenance. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No new information regarding secondary seismic hazards has been identified requiring new analysis or verification. The new site recommendations contained in the Earth Systems report (see Appendix G) are project-specific engineering recommendations and are included in the project as Mitigation Measure GEO-1, and do not constitute “new information” for purposes of CEQA.

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

iv) Landslides?

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

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

Impact 4.2.2.1 of the GVSP EIR discussed the potential for erosion within the project site, and concluded that implementation of Mitigation Measure 4.2.3.1 would reduce the impact to a less-than-significant level by requiring additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map. The project would result in the same types and intensity of construction activities as those evaluated in the GVSP EIR and would continue to comply with adopted mitigation and current City stormwater and drainage requirements. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

As discussed above, Impact 4.2.2.1 of the GVSP EIR and the 2015 Earth Systems report evaluated the suitability of the site soils for development of the GVSP and determined that mitigation in the GVSP EIR and recommendations from the 2015 Earth Systems report would ensure that impacts related to unstable soils would be less-than-significant because adequate engineering of the site would be completed. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No changes in soils at the site have occurred since preparation of the GVSP EIR; therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the Final EIR remain valid and no further analysis is required.

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

The GVSP EIR noted that the GVSP site included an expansion potential that ranged from very low to very high. Mitigation Measure 4.2.3.1 requires the project applicant to implement additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map. The GVSP EIR concluded that this mitigation reduced the impact to a less-than-significant level. The Earth Systems report confirmed the presence of soil of varying expansion properties (Earth Systems 2015:11-12). The report also included recommendations for reducing the risks associated with expansive soils, which have been carried forward in Mitigation Measure GEO-1 presented below. The project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance as was evaluated under the GVSP EIR. No changes in soils at the site have occurred since preparation of the GVSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

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

Mitigation Measures

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

- Mitigation Measure 4.2.3.1: Geology and Soils.
- Mitigation Measure 4.2.3.2: Seismic Groundshaking.
- Mitigation Measure 4.2.3.3: Secondary Seismic Phenomenon.

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

Mitigation Measure GEO-1:

The applicant shall adhere to all recommendations contained in the Preliminary Geotechnical Engineering Report by Earth Systems Southwest dated July 15, 2015 (included as Appendix G of this Addendum).

CONCLUSION

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

4.7 GREENHOUSE GAS EMISSIONS

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

4.7.1 Discussion

The level of greenhouse gas (GHG) emissions associated with the construction and operation of land uses developed under the Green Valley Specific Plan (GVSP) were not analyzed in the FEIR, which was certified in 1990. While a plethora of scientific literature at the time indicated that human-generated emissions of GHGs in excess of natural ambient concentrations are responsible for a trend of unnatural warming of the earth's climate, the level of GHGs associated with land use development was not commonly addressed in CEQA documents. At the time the GVSP EIR was prepared no agencies in California, such as the California Air Resources Board (ARB) or the Governor's Office of Planning and Research (OPR) had published recommendations to address GHGs in CEQA documents. Since that time the contribution of GHGs to global climate change has become widely understood, as well as the relationship of land use development and GHG levels. For these reasons, this section provides a comprehensive environmental and regulatory setting about GHGs and climate change, as well as new analysis of the level of GHGs associated with the project. The evaluation provided below does not constitute "new information" as defined in CEQA Guidelines Section 15162, because information was known about GHGs at the time the 1990 GVSP EIR was prepared and could have been evaluated at that time.

ENVIRONMENTAL SETTING

The Physical Scientific Basis

Certain gases in the earth's atmosphere, classified as GHG emissions, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation.
The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency 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. Without the greenhouse effect, Earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Human-caused emissions of these GHGs in excess of natural ambient concentrations are 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 forces together (Intergovernmental Panel on Climate Change [IPCC] 2014:3, 5).

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 pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution, respectively, two of the most common processes of CO_2 sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say, the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

Greenhouse Gas Emission Sources

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (ARB 2014a). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (ARB 2014a). Emissions of CO_2 are, largely, byproducts of fossil fuel combustion. CH_4, 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 and landfills. N_2O is also largely attributable to agricultural practices and soil management. Additionally, high-GWP gases have atmospheric insulative properties that are hundred to tens of thousands of times greater than that of CO_2. HFCs, PFCs, and SF_6 are some of the most common types of high-global warming potential (GWP) gases and result from a variety of industrial processes. HFCs and PFCs are used as refrigerants and can be emitted through evaporation and leakage. SF_6 is a powerful electrical insulator used in power transmission and semiconductor manufacturing and is emitted through evaporation and leakage into the atmosphere.

Effects of Climate Change on the Environment

IPCC was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme to provide the world with a scientific view on climate change and its potential effects. According to the IPCC global average temperature is expected to increase relative to the 1986-2005 period by 0.3–4.8°C (0.5-8.6 °F) by the end of the 21st century (2081-2100), depending on future GHG emission scenarios (IPCC 2014:SPM-8). According to the California Natural Resources Agency, temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on global emission levels, 4.1–8.6°F by 2100 (California Energy Commission [CEC] 2012:2).

Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. Based upon historical data and modeling, California Department of Water Resources (DWR) projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050 (DWR 2008:4). An increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the

Sierra Nevada until spring could flow into the Central Valley concurrently with winter storm events (CEC 2012:5). This scenario would place more pressure on California's levee/flood control system.

Another outcome of global climate change is sea level rise. Sea level rose approximately seven inches during the last century. The National Research Council (NRC), in their 2012 report on *Sea-Level Rise for the Coasts of California, Oregon, and Washington* projects that the sea level along the California coastline will change between -1 inch (fall) to 24 inches (rise) between 2000 and 2050 and 4 to 66 inches (rise) between 2000 and the end of this century. This projection is based on projected future ice loss at the poles, steric and ocean dynamics, seismic trends affecting land subsidence, and other numerical models and extrapolations, accounting for increasing levels of uncertainty in future years (NRC 2012:6).

As the existing climate throughout California changes over time, the ranges of various plant and wildlife species could shift or be reduced, depending on the favored temperature and moisture regimes of each species. In the worst cases, some species would become extinct or be extirpated from the state if suitable conditions are no longer available (CEC 2012:11 and 12).

Changes in precipitation patterns and increased temperatures are expected to alter the distribution and character of natural vegetation and associated moisture content of plants and soils. An increase in frequency of extreme heat events and drought are also expected. These changes are expected to lead to increased frequency and intensity of large wildfires (CEC 2012:11).

Regulatory Setting

GHG emissions and responses to global climate change are regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the project are discussed below.

Federal

Supreme Court Ruling of CO_2 as a Pollutant

EPA is the federal agency responsible for implementing the federal Clean Air Act (CAA) and its amendments. The Supreme Court of the United States ruled on April 2, 2007 that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. The ruling in this case resulted in EPA taking steps to regulate GHG emissions and lent support for state and local agencies' efforts to reduce GHG emissions.

However, neither the EPA nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level GHG analysis. FHWA supports the approach that climate change considerations should be integrated throughout the transportation decision-making process, from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will assist in decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project-level decision-making. Climate change considerations can be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

National Program to Cut Greenhouse Gas Emissions and Improve Fuel Economy for Cars and Trucks

On August 28, 2014, EPA and the California Department of Transportation's National Highway Traffic Safety Administration (NHTSA) finalized a new national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States (NHTSA 2012). EPA proposed the first-ever national GHG emissions standards under the CAA, and NHTSA proposed Corporate Average Fuel Economy standards under the Energy Policy and Conservation Act. This proposed national program allows automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both Federal programs and the standards of California and other states. While this program will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by Model Year 2025, additional phases are being

developed by NHTS and EPA that address GHG emission standards for new medium- and heavy-duty trucks (NHTSA 2014).

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO_2 per year.

This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial GHG's along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S.GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

State

Executive Order B-30-15

On April 20, 2015 Governor Edmund G. Brown Jr. signed Executive Order B-30-15 to establish 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 current target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed below). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius (°C)—the warming threshold at which there will likely be major climate disruptions such as super droughts and rising sea levels according to scientific consensus.

Executive Order S-3-05

Executive Order S-3-05, signed by Governor Arnold Schwarzenegger in 2005, 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 problems, the Executive Order established total GHG emission targets for the State. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

As described below, legislation was passed in 2006 (Assembly Bill [AB] 32, the California Global Warming Solutions Act of 2006) to limit GHG emissions to 1990 levels by 2020 with continued "reductions in emissions" beyond 2020, but no specific additional reductions were enumerated in the legislation. Further, Senate Bill 375 (sustainable community strategies/transportation) established goals for emissions from light duty truck and automobiles for 2020 and 2035.

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

In September 2006, Governor Schwarzenegger signed the California Global Warming Solutions Act of 2006 (AB 32). 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 these reductions "…shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020. (c) The (Air Resources Board) shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020." [California Health and Safety Code, Division 25.5, Part 3, Section 38551]

AB 32 Climate Change Scoping Plan and Update

In December 2008, ARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) of CO_2-equivalent (CO_2e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT of CO_2e under a business-as-usual scenario (this is a reduction of 47 MMT CO_2e, or almost 10 percent, from 2008 emissions). ARB's original 2020 projection was 596 MMT CO_2e, but this revised 2020 projection takes into account the economic downturn that occurred in 2008 (ARB 2011a). The Scoping Plan reapproved by ARB in August 2011 includes the Final Supplement to the Scoping Plan Functional Equivalent Document, which further examined various alternatives to Scoping Plan measures. The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. ARB estimates the largest reductions in GHG emissions to be achieved by 2020 will be by implementing the following measures and standards (ARB 2011a):

- improved emissions standards for light-duty vehicles (estimated reductions of 26.1 MMT CO_2e),
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e),
- energy efficiency measures in buildings and appliances (11.9 MMT CO_2e),
- a renewable portfolio and electricity standards for electricity production (23.4 MMT CO_2e), and
- the Cap-and-Trade Regulation for certain types of stationary emission sources (e.g., power plants).

In May 2014, ARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012 (ARB 2014b:4 and 5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (ARB 2014b:ES-2). The update also reports the trends in GHG emissions from various emission sectors.

The update summarizes sector-specific actions needed to stay on the path toward the 2050 target. While the update acknowledges certain reduction targets by others (such as in the Copenhagen Accord), it stops short of recommending a specific target for California, instead acknowledging that mid-term targets need to be set "consistent with the level of reduction needed [by 2050] in the developed world to stabilize warming at 2°C (3.6°F) [above pre-industrial levels]."

Actions are recommended for the energy sector, transportation (clean cars, expanded zero-emission vehicle program, fuels policies, etc.), land use (compliance with regional sustainability planning targets), agriculture, water use (more stringent efficiency and conservation standards, runoff capture), waste (elimination of organic material disposal, expanded recycling, use of Cap and Trade program), green building (strengthen Green Building Standards), and other sectors. Many of the actions that result in meeting targets will need to be driven by new or modified regulations.

At the time of writing of this Addendum, however, no specific reduction goal beyond 2020 has been recommended or formally adopted by ARB or the California State Legislature other than the 2050 goal included in Executive Order S-3-05 (discussed above). As noted in the discussion of AB 32, above, the ARB is tasked with making a recommendation for targets beyond 2020 as part of the legislation.

Senate Bill 375

Senate Bill (SB) 375, signed by the Governor in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets for cars and light duty trucks, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. ARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Senate Bill 97

In March of 2010, SB 97 became effective, thus directing the California Natural Resources Agency to adopt amendments to the California Environmental Quality Act (CEQA) Guidelines to specifically address GHG

emissions. As a result, two questions were added to the checklist under the heading "Greenhouse Gas Emissions." The first question addressed the generation of GHG emissions and the second evaluates the potential conflicts with plans policies or regulations whose purpose is to reduce GHG emissions.

California Advanced Clean Cars Program

In January 2012, ARB 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, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard 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 zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. 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, the statewide fleet of new cars and light trucks will emit 34 percent fewer GHG emissions and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (ARB 2011b).

California Renewable Energy Resources Act of 2011 (Senate Bill X1-2)

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

California Building Efficiency Standards of 2013 (Title 24, Part 6)

Buildings in California are required to comply with California's Energy Efficiency Standards for Residential and Nonresidential Buildings established by the CEC regarding energy conservation standards and found in Title 24, Part 6 of the California Code of Regulations. California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated on an approximately three-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after July 1, 2014 must follow the 2013 standards (CEC 2012). Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC Impact Analysis for California's 2013 Building Energy Efficiency Standards estimates that the 2013 Standards are 23.3 percent more efficient than the previous 2008 standards for multi-family residential construction and 21.8 percent more efficient for non-residential construction.

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

The GVSP EIR did not address GHG emissions, and doing so was not required by the CEQA Guidelines at the time the GVSP EIR was prepared. Additionally, there were no quantitative emission thresholds and no significance criteria recommended by any federal, state, or local agencies to determine whether a project's GHG emissions would be cumulatively considerable.

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

In order to provide comparable GHG emission levels for each scenario, construction- and operational-generated GHG emission were estimated for the project and for development of the same area under the approved GVSP. The California Emissions Estimator Model (CalEEMod) Version 2013.2 computer program (SCAQMD 2013) was used to estimate the level of CO_2e that would be generated by construction activity, and on-going operational activity.

In accordance with SCAQMD guidance and previous CEQA analyses prepared for the City of Perris, construction emissions were amortized over 30 years, which is the estimated operational life of the project, combined with long-term operational emissions, and compared to the mass emission threshold of 3,000 MT CO_2e/year. The project-related GHG emissions were estimated for 2020, which is the year when the proposed land uses would become fully operational. This provides a conservative estimate of the project-related GHG emissions due to the fact that operational emissions would decline over time as fleet turnover and implementation of additional GHG-reducing regulations are promulgated at the state level.

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

Table 4.7-1 summarizes the GHG emissions associated with the project and the same area in the approved GVSP. These emission estimates account for existing regulations pertaining to vehicle emissions, water consumption, wastewater and solid waste production, and building and energy efficiency standards. Refer to Appendix C for a detailed summary of the air quality and GHG modeling assumptions, inputs, and outputs.

As shown in Table 4.7-1, the mass emission level generated by operation of both the project and the same area in the approved GVSP would exceed the SCAQMD threshold of 3,000 MT CO_2e/year.

Table 4.7-1 also shows the GHG efficiency of the project and the GVSP scenario, expressed in MT CO_2e per service population (SP) where SP equals the number of residents and jobs supported by the land use development. These GHG efficiency values are compared to the 2020 GHG efficiency target of 4.8 MT CO_2e/SP, which is based on the goal to reduce statewide GHG emissions to 1990 levels by 2020 as mandated by AB 32 of 2006. The GHG efficiency of both the project and the GVSP scenario would exceed the 4.8 MT CO_2e/SP/year efficiency target. However, the project would be more efficient (by 5.5 MT CO_2e/SP/year) than the approved GVSP scenario.

The project would result in lower GHG emissions (6,440 MT CO_2e/year less) than the level of development on the same area in the adopted GVSP, and thus, would not result in a contribution of GHG emissions that is greater than the contribution associated with the same area approved in the GVSP. For this reason, it is not anticipated that the project would result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to GHG emissions than those that would occur if the GVSP land uses were developed on the project area. Per SCAQMD guidance, the GHG emissions associated with new or modified projects analyzed under CEQA shall be mitigated to the maximum extent feasible (SCAQMD 2008:4). Therefore, implementation of Mitigation Measure GHG-1 is required to reduce the level GHG

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

Table 4.7-1 Greenhouse Gas Emissions Comparison Summary

	Approved GVSP Scenario	Project	Net Change
	Greenhouse Gas Emissions (MT CO_2e/year)		
Adjacent Commercial and Multi-Family Uses[1]	13,416	12,110	-1,306
Tentative Tract Map 36988	4,435	3,851	-584
Tentative Tract Map 36989	9,176	3,384	-5,792
Combined Net Increase (Tentative Tract Maps 36988 and 36989 only)	**13,611**	**7,235**	**-6,376**
Combined Net Increase	**27,027**	**19,346**	**-7,681**
Construction Emissions, Amortized	251	188	-64
Total Mass GHG Emissions (Tentative Tract Maps 36988 and 36989 only)	**13,862**	**7,423**	**-6,440**
Total Mass GHG Emissions	**27,278**	**19,533**	**-7,745**
Project Population	**1,232**	**1,289**	**+57**
Project GHG Efficiency for Tentative Tract Maps 36988 and 36989 only (MT CO2e/SP/year)	**11.3**	**5.8**	**-5.5**

Notes:

[1] Emissions from adjacent commercial and multifamily land uses are presented for informational purposes only, recognizing that the tentative maps are likely to quickly follow the project.

See Appendix C for detail on GHG model inputs, assumptions, and modeling parameters.

MT = metric tons
CO_2e = carbon dioxide-equivalent
SP = service population (equivalent to residents plus jobs)

Source: Modeling and calculations conducted by Ascent Environmental 2016.

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

Greenhouse Gas Emissions

As discussed in (a), above, the types and amount of GHG-generating construction and operational activity, as well as the reductions resulting from required mitigation, would generally be lower under the project than for the same area in the approved GVSP. Also, GHG emissions would exceed the City of Perris recommended mass emission threshold of 3,000 MT CO_2e/year, and efficiency target of 4.8 MT CO_2e/SP/year under both plans. Therefore, GHG emissions under the project and the same area in the approved GVSP would result in a considerable contribution to a significant cumulative global climate change impact and would conflict with the AB 32 Scoping Plan. However, because GHG-generating activity would be lower under the project than the development of the same area under the approved GVSP, the project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to GHG emissions.

Impacts of Climate Change on the Project

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

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

Mitigation Measures

The GVSP EIR did not include any mitigation measures for the direct purpose of reducing GHG emissions.

The following mitigation measures shall be implemented if the project were approved.

Mitigation Measure GHG-1

Transportation:

- All single-family homes shall include adequate electric wiring and infrastructure to support a 240-Volt electric vehicle charger in the garage or off-street parking area to allow for the installation of electric vehicle chargers. This connection should be separate from the connection provided to power an electric clothes dryer.

- See Mitigation Measure AIR-1 (above in Section 4.3, Air Quality) which provide GHG emissions reductions through mitigation associated with the transportation sector.

Energy:

- Pre-wire residential units to support solar photovoltaic panels. This will also involve building design and tree placement that maximizes solar exposure at the photovoltaic panels to the extent feasible.

- All houses shall be designed to exceed the 2013 Title 24 standards by a minimum of 25 percent. Title 24 regulates energy uses including space heating and cooling, hot water heating, and ventilation. Therefore, potential options to meet the 25 percent improvement goal could include, but not be limited to, high-efficiency HVAC systems, efficient hot water heaters (e.g., tankless or solar), and insulation requirements that exceed Title 24 standards.

- Reduce building energy use percentage by installing Energy Star appliances (including clothes washers, dish washers, fans, and refrigerators) in all homes and businesses. The Project Applicant (or contracted builder) shall ensure that energy efficient appliances are installed and submit documentation of this to the City.

- Install programmable thermostat timers in all residential dwelling units allow users to easily control when the HVAC system will heat or cool a certain space, thereby saving energy.

- Newly installed outdoor lighting power shall be no greater than 90 percent of the Title 24, Part 6 calculated value of allowed outdoor lighting power.

- Electrical outlets shall be provided on the exterior of project buildings to allow sufficient powering of electric landscaping equipment.

Water Conservation:

- Reduce indoor water demand relative to the baseline scenario by 25 percent below Title 24 requirements. A schedule of plumbing fixtures and fixture fittings that will achieve this reduction in the overall use of potable water within all buildings shall be provided.

- Provide water-efficient landscape irrigation design that reduces the use of potable water beyond the initial requirements for plant installation and establishment. Reduce the use of potable water to a quantity that does not exceed 55 percent of the reference evapotranspiration (ET) times the landscape area. A calculation demonstrating the applicable potable water use reduction required by this measure shall be provided to the City of Perris.

- Design water-efficient landscapes that include plants with relatively low watering needs; minimize areas of water-intensive turf; and install smart irrigation systems to avoid excessive water use.

- Install a "Smart" irrigation control system that uses weather, climate, and/or soil moisture data to automatically adjust watering schedules in response to environmental and climate changes, such as changes in temperature or precipitation levels. Appropriate systems that could be installed to comply with this measure include Calsense, ET Water, and EPA-certified WaterSense Irrigation Partners.

Waste Diversion/Recycling:

- The project shall comply with the following performance measure related to reducing solid waste disposal:

- Achieve a 20 percent reduction in the generation of solid waste, relative to baseline waste disposal rates. This performance standard may be achieved through a combination of actions. Strategies to reduce landfill waste include increasing recycling, reuse, and composting. The project can achieve this reduction by providing a recycling collection service and providing separate recycling and waste containers to future residents. The project may also include provisions to divert all green waste from the park and landscape lots and recycle it as mulch. It should be noted that this list of measures is not intended to be all-inclusive. If it can be demonstrated that other measures or technologies achieve an equivalent reduction, these may be implemented with City authorization.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
8.	**Hazards and Hazardous Materials. Would the project:**				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting pp. 4-6, 4-137 Impacts 4.2.2.5 and 4.13.2	No	No	Yes
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Not Addressed	No	No	NA
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Setting pp. 4-37 to 4-40 Impact 4.6.2.2	No	No	Yes
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Setting pp. 4-37 to 4-40 Impact 4.6.2.2	No	No	Yes
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not Addressed	No	No	NA
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Not Addressed	No	No	NA

4.8.1 Discussion

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

- Policy I.D, Aircraft: Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.

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

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

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

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

The requirements of all of these measures still apply to the project. A search of the State Water Resources Control Board's (SWRCB) GeoTracker website shows a closed case for a leaking underground storage tank (LUST). The cleanup has been completed and the case closed in 1991 (SWRCB 2016).

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

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

As discussed above, the project would not result in new or additional risks from hazardous materials. While development of a school is planned within the GVSP, no schools would be located within the project site. No new significant impacts or substantially more severe impacts would occur with implementation of the project. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Because the requirements of this code section did not take effect until January 1, 1992, the GVSP EIR did not consider whether the project site was included on a list of hazardous materials sites. According to the California Department of Toxic Substances Control's (DTSC) EnviroStor database mapping, there are no listed sites within the GVSP (DTSC 2016). Because the GVSP project site is not located on a list of hazardous materials sites compiled pursuant to Government Code §65962.5, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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

As of 2010, the airport was designated as a privately-owned, public-use airport (Riverside County ALUC 2010:2). Regardless of the private ownership of the airport, the GVSP is within the adopted Airport Influence Area and is subject to the Perris Valley Airport Land Use Compatibility Plan, which incorporates roughly the same clear, approach, and overflight zones as discussed in the GVSP EIR. The proposed changes to the phasing of the GVSP would not result in any land use changes, or development of areas not previously identified for development. Furthermore, land uses proposed would continue to be compatible with the applicable airport compatibility zones. Thus, the project would not result in any new significant impacts or a substantial increase in the severity of previously-identified significant impacts. Therefore, the findings of the GVSP EIR.

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

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

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

As shown on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program (FRAP) maps, the GVSP is not located within a Very High Fire Hazard Severity Zone

(CAL FIRE 2009). No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR valid and no further analysis is required.

Mitigation Measures

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

- Mitigation Measure 4.2.3.5: Hazardous Wastes (see p. 4-9 of the GVSP Final EIR [Appendix A] and p. 5- 7 of the GVSP MMRP [Appendix B])
- Mitigation Measure 4.6.3.1: Onsite and Surrounding Land Use – Perris Valley Airport (see p. 4-57 of the GVSP Final EIR [Appendix A] and pp. 5- 12 and 5-13 of the GVSP MMRP [Appendix B])
- Mitigation Measure 4.13.3: Toxic Substances (see p. 4-137 of the GVSP Final EIR [Appendix A] and p. 5-29 of the GVSP MMRP [Appendix B])

CONCLUSION

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

4.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9.	**Hydrology and Water Quality. Would the project:**				
a.	Violate any water quality standards or waste discharge requirements?	Setting p. 4-13 Impact 4.3.2.2	No	No	Yes
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	Setting p. 4-10 Impact 4.3.2.1	No	No	Yes
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Setting pp. 4-10 to 4-13 Impact 4.3.2.3	No	No	Yes
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
e.	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Setting pp. 4-10 to 4-13 Impacts 4.3.2.1 and 4.3.2.2	No	No	Yes
f.	Otherwise substantially degrade water quality?	Setting p. 4-13 Impact 4.3.2.2	No	No	Yes
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
j.	Inundation by seiche, tsunami, or mudflow?	Not Addressed	No	No	NA

4.9.1 Discussion

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

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

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

The GVSP site is located within the 100-year flood hazard area. Mitigation Measure 4.3.3 of the GVSP EIR would require that no permits are issued until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. Updated Mitigation Measure HYDRO-1 (below) would require that a complete final drainage plan and adequate onsite storm drainage facilities are implemented. In regards to flooding hazards, implementation of these measures would ensure the project is consistent with Policy V.A of the Land Use Element and Policy I.B. of the Safety Element.

A preliminary drainage study and water quality management plan for the project site were prepared in 2015 (Webb) and are included as Appendix H1 and H2 of this Addendum, respectively.

a) Violate any water quality standards or waste discharge requirements?

The GVSP EIR addressed water quality impacts related to implementation of the GVSP and noted that development of the site would add pollutants such as pesticides, fertilizers, oil and rubber residues, and detergents to the existing runoff. The GVSP EIR concluded that implementation of Mitigation Measure 4.3.3 requiring implementation of recommendations designed to reduce contaminants would reduce the impact to a less-than-significant level. This mitigation would continue to apply to the project. This project would not change the location or amount of land that would be disturbed under the GVSP. Additionally, the project would not include any uses not previously analyzed in the GVSP EIR, so there would not be any new land uses that could result in pollutants not previously considered. The project would continue to comply with mitigation requirements outlined in the GVSP EIR, as well as with all applicable State and local requirements related to water quality. With implementation of this mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The GVSP EIR addressed the GVSP's effect on groundwater recharge in Impact 4.3.2.1. The GVSP EIR noted that implementation of the GVSP would result in an unquantified reduction in groundwater recharge from the site, but that adequate downstream opportunities for recharge would ensure that the GVSP would not have a significant impact related to groundwater recharge. This project would not change the location or amount of land that would be disturbed under the GVSP. Therefore, the proposed changes would not substantially change development patterns and the area of impermeable surfaces from that approved in the GVSP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

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

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

The GVSP EIR evaluated impacts related to changes in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation included in the GVSP EIR requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. The findings of the GVSP EIR remain valid. However, to ensure implementation of ongoing maintenance and appropriate vector control measures for proposed water quality basins within the project site, a new mitigation measure is proposed (see Mitigation Measure HYDRO-1 below). With implementation of the new measure, the project would not result in any new significant impacts or substantially more severe impacts; therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

e) 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 d) above, mitigation included in the GVSP EIR would reduce drainage impacts to a less-than-significant level. Item a) above describes the mitigation required to ensure less than significant impacts related to water quality. The project would not change the location or amount of land that would be disturbed under the GVSP. Therefore, there would be no new significant impacts or substantially more severe impacts. The findings of the GVSP EIR remain valid and no further analysis is required.

f) Otherwise substantially degrade water quality?

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

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

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

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

This is addressed under g), above.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Impact 4.3.2.1 of the GVSP EIR noted that the GVSP site is within the inundation area for the Lake Perris Dam. The GVSP EIR concluded that the regional drainage improvements to the San Jacinto River would ensure that this impact would be reduced to a less-than-significant level. This project would not change the location or amount of land that would be disturbed under the GVSP. Thus, no aspect of the project would alter the conclusions from the GVSP EIR. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

j) Result in inundation by seiche, tsunami, or mudflow?

The GVSP EIR did not consider potential impacts related to inundation by seiche, tsunami, or mudflow. The GVSP project site is not near a lake that could be vulnerable to a seiche during high winds. Also, the site is not within a coastal area or river delta that could be impacted by a tsunami. Finally, the site is not in an area with steep unstable soils that could fail and cause a mudflow. Thus, neither the previously-approved GVSP nor the proposed changes would alter these conditions and the project would not have a significant impact.

Mitigation Measures

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

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

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

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

With submittal of Improvement Plans to the City for each construction phase of the project site, the applicant shall prepare and submit a Final Drainage Analysis for the project site that conforms to the City's Storm Water Management Plan (SWMP) [see Appendix H1 of this Addendum for the Preliminary Drainage Study prepared for the project site in 2015].

The Final Drainage Analysis shall identify project drainage facilities and design features that ensure runoff from the project site will not exceed pre-development levels. The identified drainage facilities and design features

shall be included in the Improvement Plans for each construction phase of the project site. At a minimum, the necessary drainage facilities and design features constructed with each phase of development shall be sufficient to mitigate post-development runoff to pre-development levels for each phase. Drainage facilities and design features for later phases of the project may be constructed with earlier phases of the project.

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

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

To meet state water quality standards, the project's approved Water Quality Management Plan (WQMP) [see Appendix H2 of this Addendum for the project's 2015 Draft WQMP] shall incorporate on-lot, Low Impact Development (LID) depressions to minimize runoff from the project site. In a storm event, all street runoff will go to off-lot basins, which would discharge flow directly into Line A (i.e., the existing main drainage channel) which flows into the San Jacinto River. Prior to construction of the project, the Applicant shall lower Line A to ensure adequate capacity and positive flow to San Jacinto River. For all nuisance water created from individual homeowners, the on-lot LID depressions (i.e., natural drainage systems designed with no concrete) will allow for the water to infiltrate directly into the soil and minimize the potential for standing water, which could attract mosquitoes. Riverside County Health, which actively contracts with Riverside County Flood Control, address vector issues associated within flood control facilities in its jurisdiction, which includes Line A and the San Jacinto River.

CONCLUSION

An updated Drainage Study and WQMP (Webb 2015) have been provided for the proposed project. This new information is consistent with the activities recommended in the mitigation adopted for the GVSP. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe impacts to hydrology and water quality would occur with the project. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting pp. 4-33 to 4-39 Impacts 4.6.2.1 and 4.6.2.2	No	No	Yes
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 4-39 to 4-40 Impact 4.6.2.4	No	No	Yes
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Page 4-29	No	No	Yes

4.10.1 Discussion

Many of the goals and policies in the General Plan 2030 are similar to those in the General Plan as it existed in 1990. Also, since certification of the GVSP EIR, Riverside County and numerous municipalities, including the City of Perris, have implemented the Western Riverside County MSHCP. The Western Riverside County MSHCP is discussed in greater detail in Section 4.4, Biological Resources, of this Addendum. As described below, these changes do not constitute substantial changes that would require additional analysis.

a) Physically divide an established community?

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

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact 4.6.2.4 in the GVSP EIR addressed consistency of the then-proposed GVSP with Perris General Plan and determined that the GVSP would be generally consistent and the impact would not be significant. The project includes changes to the development pattern and phasing of the GVSP site, including changes to the density and number of units for the first phase of development. These proposed changes would slightly

increase the number of dwelling units within the project area, but would not change the overall land use assumptions for the rest of the GVSP area. The proposed changes would remain consistent with the Perris General Plan. Because the project includes amending the GVSP, and the project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

As stated on page 4-29 of the GVSP EIR, Riverside County was preparing a Habitat Conservation Plan (HCP) at the time of certification of the GVSP EIR. Mitigation Measure 4.4.3 in Section 4.4, Biological Resources, of the GVSP EIR recommended that the GVSP project pay mitigation fees and participate in the HCP. An agreement was reached in 1997 and the Natural Community Conservation Plan (NCCP) permit was issued in 2004. For a complete discussion of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP), please see Section 4.4, Biological Resources, item f. The analysis in that section added two new mitigation measures (Mitigation Measure BIO-1 and BIO-2) required by the MSHCP which require preconstruction surveys for nesting raptors and burrowing owls. No new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

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

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

In addition to the mitigation measure in the GVSP EIR (listed above), the following updated mitigation measures have been added to the project:

- Mitigation Measure Bio-1: Preconstruction Nesting Raptor Survey
- Mitigation Measure Bio-2: Preconstruction Burrowing Owl Survey

CONCLUSION

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

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Not Addressed	No	No	NA
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Not Addressed	No	No	NA

4.11.1 Discussion

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

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

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

Mitigation Measures

None required for the project.

CONCLUSION

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

4.12 NOISE

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

4.12.1 Discussion

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

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General

Plan, new policies were adopted for the protection of the noise environment. The policies that are applicable to the project are listed below.

- Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

- Policy III.A: Mitigate existing and future noise impacts resulting from train movement.

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

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

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Compatibility of Proposed On-Site Land Uses with the Ambient Noise Environment

The GVSP EIR discussed the potential impacts of long-term exposure of proposed on-site sensitive receptors to noise levels generated by off-site sources, including traffic on nearby arterials, train activity, the wastewater treatment plant, and activities at the sports complex. Whether the project would change the significance determinations made by the GVSP EIR is discussed in more detail for each of these off-site noise sources below.

Exposure of On-Site Sensitive Receptors to Traffic Noise

The GVSP EIR did not analyze traffic noise levels along the segment of Goetz Road north of Ethanac Road and, as described above, the segment of Ethanac Road between Goetz Road and Murietta Road. These roadway segments are important because they are adjacent to the project site. Also described above, since the GVSP EIR was prepared, the City established a standard of 60 dB CNEL to evaluate exterior noise exposure at new residential land uses in the Noise Element of its General Plan (City of Perris 2005:7). While detailed information about traffic volumes along the segment of Goetz Road north of Ethanac Road is not available, it is possible that traffic along this roadway segment could generate noise levels at adjacent on-site residential land uses that would exceed the City's noise standard of 60 dB CNEL. Regarding traffic noise levels along Ethanac Road between Goetz Road and Murietta Road, traffic noise modeling indicates that the City's 60 dB CNEL standard could be exceeded at on-site residential development near this roadway segment under cumulative-plus-project conditions, as well as under cumulative conditions with the approved GVSP (as shown in Table 4.12-1 under item C below). This would be a potentially significant impact under both scenarios.

Mitigation Measure 4.10.3.3 in the GVSP EIR would ensure that none of the on-site residences would experience interior noise levels that exceed the interior noise standard of 45 dB CNEL. Therefore, this is not a new significant impact and the impact would not be substantially more severe with the project. For these reasons, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Implementation of Mitigation Measure NOISE-1 requires new project-specific mitigation to ensure that on-site residential land uses would not be exposed to exterior noise levels that exceed the City's noise standard of 60 dB CNEL. This would be achieved by some combination of the use of rubberized hot-mix asphalt or equivalent surface treatment on Ethanac Road, sound barriers, and/or setbacks. Application of rubberized hot-mix asphalt or equivalent surface treatment on Ethanac Road would result in a reduction in roadway noise of 4 to 6 dB (Sacramento County 1999). Additional noise reduction could be achieved through

setbacks because a 3- to 4.5-dB reduction is typically achieved for each doubling of distance from the noise source. Therefore, implementation of Mitigation Measure NOISE-1 would ensure that on-site residential land uses developed by the project would not be exposed to exterior noise levels that exceed the City's noise standard of 60 dB CNEL, this impact would be reduced to a less-than-significant level.

Exposure of On-Site Sensitive Receptors to Noise Generated by the Wastewater Treatment Plant

On pages 4-107 and 4-108 the GVSP EIR discussed the potential impact of noise generated at the wastewater treatment plant on the nearest portion of the GVSP area, which borders Watson Road, and is approximately 125 feet from operating equipment at the wastewater treatment plan. The GVSP EIR concluded that noise generated at the wastewater treatment plant could increase if the plant is expanded to have an increases treatment capacity and that the impact of these noise levels to the nearest receptors in the GVSP area could be potentially significant. The project area is located more than 3,000 feet from the wastewater treatment plant and, therefore, would not be exposed to any noise generated by plant operations. Thus, none of the changes to the layout of land uses in the project would result in substantial changes to this impact or an increase in its severity and no new or substantially more severe impacts would occur from wastewater treatment plant noise levels as a result of the project. The conclusions of the GVSP EIR regarding this noise impact remain valid and no further analysis is required.

Exposure of On-Site Sensitive Receptors to Noise Generated at the Sports Complex

On page 4-108 the GVSP EIR discussed the potential impact of noise generated by activities at the sports complex. It is assumed that this discussion refers to the Big League Dreams sports park located at 2155 Trumble Road, which is located approximately 3,200 feet from the southeast portion of the GVSP area, near the intersection of Watson Road and Case Road. Currently in operation, the Big League Dreams sports park includes outdoor baseball diamonds, softball diamonds, and soccer fields that are lit for evening use. The analysis determined that residential land uses in the GVSP could be exposed to noise levels generated at the sports complex that would be excessive and that this would be a potentially significant impact. The GVSP EIR did not include any mitigation measures to address this potential noise impact, yet it concluded that all noise impacts would be reduced to a less-than-significant level with mitigation. However, the lack of mitigation addressing noise from the sports park is not relevant to the project area, because the impact would not occur on this portion of the GVSP area. The project area is approximately 1.5 miles from the Big League Dreams sports park and, therefore, would not be exposed to excessive noise generated by activity at the sports park. Thus, none of the changes to the layout of land uses in the project would result in substantial changes to this impact or an increase in its severity and no new or substantially more severe impacts would occur from sports complex noise levels as a result of the project. The conclusions of the GVSP EIR regarding this noise impact remain valid and no further analysis is required.

Overall, regarding the compatibility of the land use changes in the project area with off-site noise sources, no new or substantially severe significant effects would occur with implementation of the project; therefore, the conclusions of the GVSP EIR remain valid and no further analysis is required.

Exposure of On-Site Sensitive Receptors to Aircraft Noise

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

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

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

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

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

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

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

Changes to the background traffic conditions near the project have occurred since the GVSP EIR was adopted, and new projections for future cumulative conditions have also been developed. These changes could potentially result in the potential for new or more severe traffic noise impacts. With regards to whether the project would result in substantially greater impacts to off-site residences, an evaluation of traffic volumes with the project and the development slated for the same area under the approved GVSP was conducted for the existing and cumulative scenarios. The project would generate approximately 3,018 vehicle trips per day (trips/day), which is less than the 3,202 trips/day that would have been generated by land uses that could have been developed on the same area under the adopted GVSP (Webb Associates 2016:1-1). Traffic noise levels under the existing and cumulative scenarios were modeled using FHWA's Traffic Noise Model (FHWA 2011) and are summarized in Table 4.12-1 and Table 4.12-2, respectively.

Table 4.12-1 Modeled Traffic Noise Levels Under Existing Conditions at Off-Site Residential Land Uses along Ethanac Road East of Goetz Road

Scenario	Traffic Volume (vehicles per day)[1]	CNEL at Property Line (dB)	Increase from Existing Conditions (dB)
Existing Conditions	8,330	67.0	N/A
Existing-Plus-Original Project Conditions (GVSP)	8,620	67.2	+0.2
Existing-Plus-Modified Project Conditions	8,600	67.2	+0.2

Notes: dB = decibels; CNEL = community noise equivalent level; GVSP = Green Valley Specific Plan

Traffic noise modeling data for Phase 1A is provided in Appendix I of this Addendum.

[1] Modeled traffic noise level is based on the traffic volumes in the Traffic Impact Analysis prepared for the project (Webb Associates 2016:5-1).

Source: Modeled by Ascent Environmental, 2016.

As shown in Table 4.12-1, the additional traffic generated by both the project and the previously approved land use plan would not result in a substantial increase in traffic noise levels at off-site receptors because the increases would be less than 3 dB. Moreover, the volume of noise-generating traffic generated by the project would be less than would be generated by the land uses under the approved GVSP.

Additionally, if noise levels were evaluated using the 70 dB CNEL standard applied in the GVSP EIR, both the project and the approved plan would not result in excessive noise levels at off-site receptors. Assuming a standard exterior-to-interior noise reduction of 24 dB (EPA 1978:11), none of the residences would experience interior noise levels that exceed the interior noise standard of 45 dB CNEL.

Table 4.12-2 Modeled Traffic Noise Levels Under Cumulative Conditions at Off-Site Residential Land Uses along Ethanac Road East of Goetz Road

Scenario	Traffic Volume (vehicles per day)[1]	CNEL at Property Line (dB)	Increase from Cumulative Baseline Conditions (dB)
Cumulative Conditions (without development on the project site)	25,670	71.9	N/A
Cumulative-Plus-Original Project Conditions (GVSP)	25,970	72.0	+0.1
Cumulative-Plus-Modified Project Conditions	25,950	72.0	+0.1

Notes: dB = decibels; CNEL = community noise equivalent level; GVSP = Green Valley Specific Plan

Traffic noise modeling data for Phase 1A is provided in Appendix I of this Addendum.

[1] Modeled traffic noise level is based on the cumulative scenario traffic volumes in the Traffic Impact Analysis prepared for the project (Webb Associates 2016:5-10).

Source: Modeled by Ascent Environmental, 2016.

Table 4.12-2 shows traffic noise levels under cumulative conditions for both the project and the previously approved development. As shown in Table 4.12-2, the traffic noise level increases with the project and the approved development under cumulative conditions would not be perceptible to humans and would not be substantial (i.e., less than 3 dB). Thus, this impact would not be substantially more severe than the impact that would occur with the same area within the approved GVSP. For these reasons, the conclusions of the GVSP EIR remain valid and no further analysis is required.

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

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

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The GVSP EIR includes 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 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 determined that this mitigation would reduce the impact to a less-than-significant level. This time-of-day restriction was reinforced when the City of Perris Municipal Code was amended in 2000. Section 7.34.060 of the City of Perris Municipal Code also specifies that construction activity shall not exceed 80 dB in residential zones in the city. The construction activities for the project would be expected to be similar to those characterized in the GVSP EIR. Construction activities under the project would require similar types and numbers of equipment operating at similar levels of intensity. Table 4.12-3 lists the noise levels generated by the types of equipment that would be used during project construction.

Table 4.12-3 Noise Emission Levels from Construction Equipment

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

Notes: dB = decibels

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

Source: FTA 2006

Site preparation and grading typically generates the highest noise levels because these activities involve the use of heavy, off-road equipment operating at full power (e.g., scrapers, dozers, excavators). Noise-sensitive receptors near the project site would, at times, experience elevated noise levels from construction activities. The closest off-site receptors to project-related construction activity would be the single -family homes just west of Goetz Road and the single-family homes just south of Ethanac Road. The property line of these homes is located approximately 100 feet from the closest portion of the project site where construction equipment would be operated. Assuming the three loudest types of equipment (i.e., a scraper, a dozer, and an excavator) are operating near the project site boundary at the same time, they would generate a combined noise level of approximately 84 dB at a distance of 100 feet. A sound wall along the west side of Goetz Road would provide 5 dB of noise reduction for the homes west of Goetz Road. Thus, maximum construction noise levels would not exceed the City's 80 dB standard at these homes. However, there is no sound barrier protecting the homes located along the south side of Ethanac road. These, off-site residential receptors could be exposed to noise levels that exceed the City's 80 dB standard. This would be a significant impact that would be reduced by implementation of the mitigation required by the GVSP EIR. However, supplemental mitigation recommended below, would be required to ensure that maximum construction-generated noise levels would not exceed 80 dB at off-site residential receptors. Therefore, this impact would be reduced to a less-than-significant level.

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 expose people residing or working in the project area to excessive noise levels?

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

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

impacts and do not restrict airport operations. The GVSP EIR determined that this mitigation would reduce aircraft noise impacts to a less-than-significant level.

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

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

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The GVSP EIR does not discuss the presence of any private airstrips near the GVSP area, other than the Perris Valley Airport. Refer to d) for discussion about the level of noise exposure at residential receptors on the project area from aircraft operations at Perris Valley Airport.

Mitigation Measures

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

Mitigation Measure 4.10.3.1. Mitigation for Construction Noise

Mitigation Measure 4.10.3.2. Mitigation for Exterior Noise Impacts.

Mitigation Measure 4.10.3.3. Mitigation for Interior Noise Standards.

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

Mitigation Measure NOISE-1

<u>Traffic Noise at Proposed On-Site Noise-Sensitive Receptors</u>

- Implement noise reduction measures to ensure that exterior noise levels at on-site residential land uses developed near the north side of Ethanac Road east of Goetz Road do not exceed the City's current noise standard of 60 dB CNEL under cumulative-plus-project conditions. This measure is consistent with General

Plan Implementation Measure II.A.2, which recommends the use of quieter roadway surface materials and solid noise barriers between noise-sensitive land uses and noise-generating roadways (City of Perris 2016:57). This performance standard can be achieved using any combination of the following measures:

- Pave the roadway segment with rubberized hot-mix asphalt or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The rubberized hot-mix asphalt overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. Rubberized hot-mix asphalt has been found to achieve this level of noise reduction in other parts of California (Sacramento County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. The applicant shall fund the incremental cost for maintaining the roadway segment with the surface treatment.

- Construct a sound barrier along the northern side of the segment of Ethanac Road east of Goetz Road. The sound barrier shall extend along the south boundary of the project site. The sound barriers shall be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable CNEL standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. Scenic quality factors shall be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. All barriers shall be designed to blend into the landscape along the roadway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed native trees or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. If necessary, the sound barrier shall be divided into overlapping segments with a gap in the overlapped portion to provide access to the driveways. If the sound barriers ensure that exterior traffic noise levels on the residential properties would not exceed 60 dB CNEL, then the applicant shall not be required to pave the roadway with a special low-noise surface treatment.

- Set back residential land uses from the edge of Ethanac Road.

Mitigation Measure NOISE-2

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

- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses;

- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds shall be closed during equipment operation;

- Replace individual construction operations and techniques with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site) where feasible and consistent with building codes and other applicable laws and regulations.

- Equip all construction equipment with audible self-adjusting backup alarms or alarms that only sound when an object is detected. The self-adjusting backup alarms shall automatically adjust to 5 dB over the

surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels. In addition to the use of backup alarms, the construction contractor shall consider other techniques such as observers and the scheduling of construction activities so that alarm noise is minimized.

- Avoid using more than on piece of construction equipment in areas located within 200 feet of the nearest residential land use; and/or

- Install a temporary sound barrier near construction activity along the southern portion of the project area. The temporary sound barriers shall provide a minimum reduction of 4 dB. Temporary sound barriers may consist of noise curtains, straw bales, or solid walls. The temporary noise barriers shall be installed as close as possible to the boundary of the construction site within the direct line-of-sight path of the nearby sensitive receptor(s).

- Prior to construction activity a construction noise mitigation plan shall be prepared by a qualified acoustical engineer demonstrating that the selected measures will be sufficient to ensure that maximum construction noise levels will not exceed 80 dB at the boundary of off-site residential land uses. The acoustical engineer shall be selected by City of Perris staff. Implementation of all construction noise reduction measures and the construction noise mitigation plan shall be fully funded by the project applicant.

- In addition, the applicant or construction contractors shall post visible signs along the perimeter of the construction site that provide a contact number for a City of Perris enforcement officer to whom noise complaints can be filed and recorded. The applicant will be informed of any noise complaints and responsible for investigating complaints and implementing feasible and appropriate measures to reduce maximum construction-generated noise levels to less than 80 dB at receiving land uses.

4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Population and Housing. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting p. 4-59 Impact 4.7.2	No	No	Yes
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Not Addressed	No	No	NA
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Not Addressed	No	No	NA

4.13.1 Discussion

No substantial change in the regulatory settings related to population and housing, as described in GVSP EIR Section 4.7 under Population and Housing, has occurred since certification of the GVSP EIR. As described in the project description, there would be an increase of 14 dwelling units in project as compared to the approved GVSP. The number of new residents would also increase slightly over the approved GVSP due to the increased units and changes in population generation rates.

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

As described in the GVSP EIR under Impact 4.7.2, the GVSP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact and the additional population from the GVSP was included in local and regional growth forecasts, this was concluded to be a less-than-significant impact. While there would be a greater population within the GVSP project area than anticipated in the EIR, this is largely due to changes in in the City's standard population generation rates. Overall, the project would add more residents to this area of the GVSP than under the original phasing plan because the project would slightly increase the number of dwelling units on-site. However, overall population for the GVSP would be the same or reduced compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. Other potential impacts related to the development of homes, jobs, and infrastructure to accommodate additional population growth are evaluated in all topic areas throughout this environmental checklist. No new significant impacts or substantially more severe impacts would occur. The findings of the GVSP EIR remain valid and no further analysis is required.

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

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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

Mitigation Measures

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

CONCLUSION

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

4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	Setting p. 4-119 Impact 4.12.2.2	No	No	Yes
ii. Police protection?	Setting p. 4-118 Impact 4.12.1.2	No	No	Yes
iii. Schools?	Setting p. 4-126 Impact 4.12.4.2	No	No	Yes
iv. Parks?	See below in Section 4.15, Recreation			

4.14.1 Discussion

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

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

Fire protection?

The GVSP EIR evaluated the potential impacts of the GVSP related to fire protection and calculated that the GVSP would require one new, two-engine station. Mitigation Measure 4.12.2.3 included in the GVSP EIR requires site dedication within the GVSP for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. This mitigation would ensure that impacts related to fire protection would be reduced to a less-than-significant level. The project would not significantly change the location or amount of development or substantially increase densities at the site. The mitigation required in the GVSP EIR would continue to apply to the project. Because the project would result in only a slight increase in residential units from what was approved, the project would not generate a need for additional fire stations beyond what is already required for the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Police protection?

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

Schools?

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

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

Parks?

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

Mitigation Measures

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

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

CONCLUSION

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

4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting p. 4-129 Impact 4.12.5.2	No	No	Yes
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting p. 4-129 Impact 4.12.5.2	No	No	Yes

4.15.1 Discussion

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

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

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

Quimby Act land dedication requirements are based on population. According to the GVSP EIR, the GVSP required 35.1 acres of parks. Including the 0.7-acre park proposed in the Phase 1A area, the GVSP would include 93.9 acres of parkland (see Exhibit 2-3), thereby exceeding the requirements of the Quimby Act. Because the population would not increase and the project would not reduce the number of park acres in the GVSP, no additional park land is required solely due to the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

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

CONCLUSION

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

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Setting pp. 4-69, 4-74 to 4-75 Impact 4.8.2.4	No	Yes	No, but mitigation updated to resolve impacts
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	Yes	No, but mitigation updated to resolve impacts
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	Yes
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	Yes
e. Result in inadequate emergency access?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	No, but mitigation updated to resolve impacts
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified Setting pp. 4-69, 4-74 to 4-75 Impact 4.8.2.4	No	No	No, but mitigation updated to resolve impacts

4.16.1 Discussion

Since approval of the GVSP, the City has adopted the Comprehensive General Plan 2030 (2030 General Plan). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General

Plan, new policies related to transportation were adopted within the Circulation Element (approved August 2008). The policies that are applicable to the project are listed below.

- Policy II.A: Maintain the following target Levels of Service:
  - LOS "D" along all City maintained roads (including intersections) and LOS "D" along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS "E," at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.
  - LOS "E" may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.
- 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 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.

The roadway improvements contained within Mitigation Measure TRANS-1 (below) would conform to the planned transportation system detailed in the Circulation Element and in accordance with City of Perris specifications. Additionally, implementation of Mitigation Measure TRANS-1 would mitigate level of service (LOS) impacts of the project to meet the required LOS standards contained within the Circulation Element. The roadway improvements detailed in this mitigation measure would meet the increase in travel demand generated by the project and would provide alternative travel modes through the construction of bike lanes and sidewalks throughout the project area and along some adjacent roadways. Additionally, the project would fund its fair share of road improvements. Implementation of Mitigation Measure TRANS-1 would ensure the project is consistent with the policies listed above of the Circulation Element.

The following is an update to Section 4.8, *Transportation and Circulation of the* GVSP EIR and provides a comparison of the project to the same area in the adopted GVSP. The traffic analysis for the certified EIR was conducted by Basmaycian-Darnell, Inc. in 1989. The evaluation of potential new impacts resulting from the implementation of the proposed Phase 1A project modifications is based on the transportation analysis performed by Albert A. Webb Associates in 2016 (see Appendix J of this Addendum).

Albert A. Webb Associates prepared the updated traffic analysis, *Traffic Impact Analysis: Green Valley (TR36988, TR 36989)* (Albert A. Webb Associates 2016), to determine project-related traffic impacts of the project on the existing roadway network. This environmental review has been prepared conducted to evaluate the project's impacts in the context of the current regulatory and environmental setting, based on current applicable standards and methodology, and to evaluate whether the project would have substantially more severe impacts with respect to traffic impacts than those identified for the same area in the approved GVSP.

Regulatory Setting

The transportation and circulation regulatory setting is discussed on page 4-74 and pages 4-88 to 4-89 in 1990 GVSP EIR. No substantial change in the regulatory setting related to transportation and circulation, described in EIR Section 4.8 Transportation and Circulation, has occurred since certification of the GVSP EIR.

The Riverside County Transportation Commission (RCTC) oversees the County Congestion Management Plan (CMP). While RCTC does not require Traffic Impact Assessments for development proposals, they do require local agencies to maintain minimum level of service (LOS) thresholds in their respective general plans. Traffic Impact Assessments on developments are required by the local land use agencies.

The "level of service criteria" as it was defined by the City of Perris in 1990 was to achieve LOS D or better at all intersections. Similarly, the City of Perris 2008 General Plan Circulation Element includes Policy II.A that requires LOS D for all City maintained intersections (City of Perris 2008). The City of Perris LOS standards now also apply to roadway segments, which were not analyzed in the GVSP EIR.

Transportation agencies such as the City of Perris, typically employ a longer-term view of transportation planning because of the substantial investment required to implement traffic infrastructure improvements. Agencies typically plan improvements in logical increments to prevent the installation and subsequent removal and reconstruction of traffic facilities as growth and development occurs in an area. Therefore, agencies typically look to cumulative growth and development projections to understand the long-term traffic infrastructure needs. Where demands for new infrastructure occur, the agencies would plan incremental improvements that would ultimately lead to the long-term buildout condition for the roadway or intersection. Then all projects that would contribute to the demands for that infrastructure would be required to contribute to its implementation. Therefore, the cumulative plus project scenario represents a project's true contribution to impacts on the roadway network especially where that project is a longer-term land use plan.

The existing plus project scenario identifies potential impacts that could occur as the project is developed and the cumulative network improvements are being implemented over time. Therefore, the impacts identified under the existing plus project scenario are best used by agencies to determine the timing of when specific cumulative improvements need to be made or how to incrementally implement improvements to the roadway network as it builds out to the cumulative projection.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system?

and

b) Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures?

<u>Impacts to Intersection and Roadway Level of Service</u>

The potential impacts to intersection and roadway LOS are discussed on pages 4-69, 4-74, 4-75, and in Figure 4-14 on page 4-85 of the GVSP EIR. 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 GVSP EIR, which can be found on pages 4-89 to 4-92 of the GVSP EIR, consisted of a variety of intersection and roadway segment improvements and an areawide transportation improvement program. With implementation of the recommended GVSP EIR mitigation measures, it was concluded that the transportation and circulation impacts would be reduced to a less-than-significant level.

Albert A. Webb Associates evaluated existing and existing plus project traffic conditions on area intersections for the project. The determination of impacts to intersection and roadway LOS was based primarily upon a comparison of the relative trip generation values and land use changes for the proposed Phase 1A project and the same area within the GVSP. If the project was estimated to generate an equal (or lower) number of trips in the key analysis periods compared to the same area as analyzed in the adopted GVSP, then the traffic impacts for the project would be expected to be equal to or lower than the LOS impacts documented in the adopted GVSP EIR.

As shown in Table 4.16-1, the project would generate approximately 570 fewer daily trips than the same area as analyzed under the GVSP EIR. In the a.m. peak hour, the project would generate approximately 104 fewer trips, and in the PM peak hour it would generate approximately 4 fewer trips.

Table 4.16-1 Trip Generation Comparison

Project	Land Use	Size	Trip Rate			Trips		
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour	PM Peak Hour
GVSP (TTM 36988 and TTM 36989)[1,2]	Parks	5 ac	0	0	0	0	0	0
	School	7.5 ac	60	16	3	450	120	22
	Single-Family Residential	296 du	10.6	.75	1.01	3,138	222	299
	TOTAL					*3,588*	*342*	*321*
Phase 1A Project[3,4]	Single-Family Residential	317 du[5]	9.52	.75	1.00	3,018	238	317
					Net Change in Trips	**-570**	**-104**	**-4**

Notes:

[1] Reference: City of Perris, 1990. *Final EIR– Green Valley Specific Plan Project*.

[2] Rates from Institute of Transportation Engineers Trip Generation Manual 4th Edition, 1987.

[3] Reference: Albert A. Webb Associates, 2016. *Traffic Impact Analysis: Green Valley (TR36988, TR 36989)*. See Appendix J.

[4] Rates from Institute of Transportation Engineers Trip Generation Manual 9th Edition, 2012.

[5] The 2016 Traffic Impact Analysis completed by Albert A. Webb Associates, analyzed the traffic impacts of the project assuming 317 units of total single-family detached housing. The current project, as described in Section 2, Project Description assumes 296 units of total single-family detached housing. Using the 317 units for the trip generation comparison provides a conservative estimate of potential traffic impacts.

Changes to the background and cumulative traffic conditions in the vicinity of the project have occurred since the GVSP EIR was adopted, which could create new potential impacts if conditions have worsened overtime.

Table 4.16-2 shows a comparison of the background roadway average daily traffic (ADT) as analyzed for the project in the 2016 Albert A. Webb Associates Traffic Impact Analysis, and for the same roadways as analyzed in the GVSP EIR.

Table 4.16-2 Background Traffic Comparison

Roadway Segment	GVSP ADT (1990)	Phase 1A ADT (2016)
Ethanac Rd (between Goetz Rd and Murrieta Rd)	2,180	8,330
Ethanac Rd (between Murrieta Rd and Case Rd/Barnett Rd)	3,080	10,070

Table 4.16-3 shows a comparison of the cumulative roadway traffic conditions for the project as analyzed in the 2016 Albert A. Webb Associates Traffic Impact Analysis, and for the same roadway segments as analyzed in the GVSP EIR.

Table 4.16-3 Cumulative Traffic Comparison

Roadway Segment	GVSP ADT (Cumulative)	Phase 1A ADT (Cumulative)
Ethanac Rd (between Goetz Rd and Murrieta Rd)	12,890	25,670
Ethanac Rd (between Murrieta Rd and Case Rd/Barnett Rd)	61,790	27,310

As shown in Tables 4.16-2 and 4.16-3, the ADT along corresponding roadway segments varies between the GVSP EIR and the Phase 1A project for the background and cumulative conditions. The Albert A. Webb Associates 2016 Traffic Impact Analysis assessed the project using current existing and cumulative conditions. This analysis determined that for existing plus project conditions, all roadway segments operate at acceptable LOS (LOS≤C), and the intersection of Murrieta and Ethanac Road would be the only intersection operating at an unacceptable LOS (LOS F). Under the cumulative plus project scenario, the following roadway segments would operate at an unacceptable LOS:

- Ethanac Road; Goetz Road to Murrieta Road (LOS F)
- Ethanac Road; Murrieta Road to Case/Barnett Road (LOS E/F)

Additionally, for the cumulative plus project scenario, the following study area intersections would operate at an unacceptable LOS:

- Goetz Road / Ethanac Road (LOS E)
- Murrieta Road / Ethanac Road (LOS F)
- I-215 Southbound Ramps / Ethanac Road (LOS F)
- I-215 Northbound Ramps / Ethanac Road (LOS F)

The traffic impact analysis determined that the direct traffic impacts generated by the project could be mitigated to meet the required LOS standards if the recommended improvements were adopted as mitigation measures. The set of mitigation measures recommended within the Albert A. Webb Associates 2016 Traffic Impact Analysis is incorporated below as Mitigation Measure TRANS-1, to address the impacts of the project in the current environmental setting. With implementation of these mitigation measures, impacts would be reduced to a less-than-significant level. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Construction-Related Activities Impacts

The GVSP EIR did not evaluate the potential for transportation impacts related to hazards due to construction-related activities. Construction of the project may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Thus, pedestrian and bicycle access in the vicinity of the project site may be disrupted. Additionally, heavy vehicles would access the site and may need to be staged for construction. These activities could result in degraded roadway operating conditions. Therefore, the impacts are considered significant for the project as they would have been under the approved GVSP Mitigation Measure TRANS-1 (Construction) would require the applicant to implement a traffic control or management plan that would ensure that adequate access would be maintained throughout development of the project. With implementation of this mitigation measure, construction-related traffic impacts would be reduced to a less-than-significant level. The conclusions of the GVSP EIR remain valid and no further analysis is required.

c) Result in a change in air traffic patterns that results in substantial safety risks?

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

The Perris Valley Airport is a privately-owned, public-use airport. The GVSP is within the adopted Airport Influence Area and is subject to the Perris Valley Airport Land Use Compatibility Plan, which incorporates roughly the same clear, approach, and overflight zones as discussed in the GVSP EIR. The land uses proposed would continue to be compatible with the applicable airport compatibility zones and would not

result in a change in air traffic patterns that would cause a substantial safety risk. Thus, the project would not result in any new significant impacts or a substantial increase in the severity of previously-identified significant impacts. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

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

e) Result in inadequate emergency access?

The GVSP EIR did not evaluate the potential for impacts related to emergency access. Implementation of the GVSP would add additional roadways and connections to the currently largely rural area, thus providing additional routes for emergency access. The project would not change the land development pattern or types of built structures in the GVSP area and would result in the same ingress and egress access points as were evaluated under the GVSP EIR. Additionally, implementation of Mitigation Measure TRANS-1 (Construction) would ensure that adequate emergency response access would be maintained throughout development of the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

<u>Impacts to the Transit System</u>

The GVSP EIR did not evaluate the potential for impacts related to public transit, bicycle, or pedestrian facility performance or safety. The impacts to the transit system are discussed within the GVSP on pages 4-88 and 4-89 of the General Plan Policy Analysis section in the GVSP EIR. Additionally, as discussed for Mitigation Measures 4.8.3 on page 4-89 of the GVSP EIR, the applicant shall provide bus pull-out areas and shelter within the GVSP area to accommodate planned transit service.

The project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

<u>Impacts to Bicycle and Pedestrian Facilities</u>

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

The project would construct curb, gutter, and sidewalks on all project roadways to facilitate any potential pedestrian demand. The curb, gutter, and sidewalks would be designed and constructed to meet City standards. As an implementing action of the City of Perris' General Plan Circulation Element, the City has developed this Trail Master Plan to address trails and bikeways for both recreational and commuter uses. The Trail Master Plan recommends for improvements to the existing off-street and on-street bikeways and

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

Mitigation Measures

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

- Mitigation Measure 4.8.3 (paragraph 3): The applicant shall provide bus pull-out areas and shelters within the Specific Plan. The location and number of bus pull-outs shall be subject to approval of the City of Perris, RTA, and school districts and shall be at locations where it can be seen with assurance that the bus stop location will remain, prior to approval of any subdivision within each phase (see p. 4-89 of the GVSP Final EIR [Appendix A] and p. 5- 14 of the GVSP MMRP [Appendix B])

- Mitigation Measure 4.8.3 – Areawide Measures (see p. 4-92 of the GVSP Final EIR [Appendix A] and p. 5-17 of the GVSP MMRP [Appendix B])

In addition to the mitigation measures in the GVSP EIR discussed above, implementation of the following set of mitigation measures would result in all roadway segments and intersections achieving LOS D or better, thus resulting in less-than-significant impacts.

Mitigation Measure TRANS-1

The project applicant shall fully fund and implement the following on-site improvements:

Project On-site Roadway Segment Improvements:

- Construct full- width improvements on all internal roadways according to Section 2.6.3, *Development Standards,* of the adopted GVSP.

- Construct full- width improvements on Fieldstone Drive at its ultimate cross-section as a collector from Goetz Road to Green Valley Parkway, according to Section 2.6.3, *Development Standards*, of the adopted GVSP.

- Construct full- width improvements on Green Valley Parkway at its ultimate cross-section as a collector adjacent to project boundary line, according to Section 2.6.3, *Development Standards*, of the adopted GVSP.

- Construct partial- width improvements on the westerly side of Murrieta Road at its ultimate cross section as a secondary arterial adjacent to project boundary line, according to Section 2.6.3, *Development Standards*, of the adopted GVSP.

- Fund city project to construct partial- width improvements on the northerly side of Ethanac Road at its ultimate cross section as an expressway adjacent to Phase 1 A, according to Section 2.6.3, Development Standards, of the adopted GVSP.

Project On-site Intersection Improvements:

- Construct the intersection of Goetz Road and Fieldstone Road to include the following geometrics:
  - Northbound: One left turn lane. One shared through and right turn lane.
  - Southbound: One left turn lane. Two through lanes. One shared through and right turn lane.
  - Eastbound: One shared left turn, through and right turn lane.
  - Westbound: One shared left turn, through and right turn lane.

- Construct the intersection of Green Valley Parkway and Fieldstone Drive to include the following geometrics:
  - Northbound: One left turn lane.
  - Eastbound: One right turn lane.

- Construct the intersection of Murrieta Road and Green Valley Parkway to include the following geometrics:
  - Northbound: One left turn lane. One through lane.
  - Southbound: One shared through and right turn lane.
  - Eastbound: One shared left turn and right turn lane. Stop controlled.
  - Westbound: Not applicable.

Project On-site Safety and Operational Improvements:

- Sight distance at the project entrance roadway shall be reviewed and approved by City staff at the time of final grading, landscape, and street improvement plans are submitted to the City.

- The project applicant shall pay the City's Transportation Mitigation Impact Fee to fund its fair share of the construction of off-site traffic signals.

- Signing/striping of all planned roadways shall be implemented in conjunction with detailed construction plans for the project site.

Project On-site Bike and Pedestrian Improvements:

- As part of the construction of partial width improvements on the northerly side of Ethanac Road, the project applicant shall construct Class II bike lanes, according to City Standards, along the portion of the road abutting the project site.

Project On-site Construction:

- A Traffic control or management plan shall be prepared and address all means to minimize temporary impacts from roadway and travel lane disruptions. The Plan shall be submitted to, and approved by the City of Perris prior to construction to minimize project impacts on local streets, highways, freeways, or other forms of transportation (Class I and Class II bicycle routes). Adequate emergency response access shall be maintained throughout development of the project. Where the project work area encroaches on a public ROW and reduces the existing pedestrian path of travel to less than 48 inches wide, alternate pedestrian routing shall be provided during construction activities. Additionally, access to all nearby parcels shall be maintained during construction activities.

Regional Funding Mechanisms:

- The project applicants shall participate in the fair-share funding of off-site improvements through payment of the following "fair share" mitigation fees that shall be collected and utilized as needed by City of Perris to construct the improvements necessary to maintain the required level of service:

- Transportation Uniform Mitigation Fee (TUMF), current at time of construction.
- City of Perris Development Impact Fee (DIF), current at time of construction.

CONCLUSION

The updated transportation impact analysis is consistent with the analysis prepared for the approved GVSP. The project would not result in new or substantially more severe significant transportation impacts. Therefore, the conclusions of the GVSP EIR remain valid.

4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Setting pp. 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting pp. 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting pp. 4-10 to 4-13 Impact 4.3.2.1	No	No	Yes
d. 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
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting pp. 4-121 to 4-122 Impact 4.12.3.2	No	No	Yes
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Setting p. 4-133 Impact 4.12.7.2	No	No	Yes
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 4-133 Impact 4.12.7.2	No	No	Yes

4.17.1 Discussion

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

- Policy V.A: Coordinate land-planning efforts with local water purveyors.
- Policy VIII.A: Adopt and maintain development regulations that encourage water and resource conservation.

Project consistency with Policy V.A. of the Conservation Element is discussed under d. below.

Consistent with policy VIII.A of the Conservation Element, Mitigation Measure 4.12.3.3 of the GVSP EIR (p. 4-125) provides suggested methods of achieving water conservation goals for the project, including use of water saving devices, landscape design and techniques, and use of reclaimed water.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The GVSP EIR noted that the existing Perris Valley Treatment Facility provided primary and secondary treatment of wastewater, but that effluent did not meet requirements for beneficial reuse. Since that time, the facility has been updated and tertiary treatment allows treated water to be reused for many purposes (EMWD 2014). The facility operates under a permit from the Santa Ana Regional Water Quality Control Board (RWQCB).

The project would result in the development of residential land uses at similar densities to that approved in the GVSP. No part of the project would change the requirements of the RWQCB permits, nor are any new land uses proposed that would result in substantially different wastewater generation rates. The project would result in a slight increase in the number of residential units in project compared to the approved number of units, but the proposed changes would not exceed treatment requirements. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The GVSP EIR stated that the GVSP would include water and wastewater lines within the GVSP site that would connect to existing utility lines outside of the GVSP site. Installation of the water and wastewater lines was considered as part of the GVSP project, and the environmental impacts of the installation have been analyzed throughout the GVSP EIR. The number of residential units within Phase 1A would be slightly increased as compared to the approved GVSP. However, overall population for the GVSP would be the same or reduced compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. Therefore, the project would not require new or expanded water or wastewater facilities beyond those already anticipated under the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The GVSP EIR evaluated impacts related to changes in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation included in the GVSP EIR requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. The project would not change the location or amount of land that would be disturbed under the GVSP or substantially change development or drainage patterns from that approved in the GVSP. Further, the project would continue to comply with mitigation requirements outlined in the adopted mitigation for the GVSP. With implementation of this mitigation, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Currently, the City of Perris purchases approximately 640 million gallons of water each year (MGY) [or approximately 1.8 million gallons of water per day (MGD)] from Eastern Municipal Water District [EMWD]). The City of Perris has a water storage capacity of 2.5 million gallons and distributes the water to approximately 2,300 customers through a 37-mile distribution system [Perris 2016].

Implementation Measure V.A.1 of the Conservation Element of General Plan 2030 requires that the City of Perris work with EMWD to ensure that development does not outpace water supply consistent with EMWD's Urban Water Management Plan (UWMP). A Master Plan of Service for Phase I of the GVSP was recently prepared (Webb 2016) and submitted to EMWD for review. The average day water demand for the project (i.e., TTM 36988 and 36989) is estimated to be 170,100 gallons per day (GPD) and maximum day demand is estimated to be 340,200 GPD (Webb 2016: Table 2-2). As described in EMWD's 2015 UWMP, potable water demand for City of Perris Water System was 1,542 acre feet per year (AFY) in 2015 and is projected at 2,200 AFY (potable and raw water) in 2040 (EMWD 2016a: 4-5, 4-6).

Population increases and new development associated with the City's 2030 General Plan include projections for the GVSP, which are factored into water demand projections of EMWD's UWMP. As described in the City's 2030 General Plan Draft EIR (Perris 2004), the City is projected to have a water demand of 89 MGD at buildout of the General Plan. Per EMWD's 2000 UWMP, the approximate total water demand under General Plan 2030 buildout would be within the projected water supply availability and infrastructure capacity (Perris 2004: IV-233). Information provided in EMWD's 2015 UWMP also shows sufficient supplies to meet the expected demands of its member agencies from 2020 through 2040 under normal, historic single-dry, and historic multiple-dry year conditions (EMWD 2016a: xv).

The GVSP EIR discussed water supply in Impact 4.12.3.2 and estimated average day water demands of approximately 5 MGD and peak day demand of 8.8 MGD at buildout (Final EIR 1990: 4-122). The mitigation for GVSP (see Mitigation Measure 4.12.3.3 of the GVSP EIR on p. 4-125 in Appendix A of this Addendum) includes requirements for acquisition of a water storage tank, a water master plan, payment of impact fees, and plans for water conservation. The EIR determined that the GVSP would result in less-than-significant impacts with implementation of mitigation.

The project would not significantly increase the amount of potable water required to serve the GVSP as total number of units would only slightly increase in the Phase 1A area (i.e., by 14 additional units). Regardless, overall population for the GVSP would be the same or reduced compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. No new significant impacts or substantially more severe impacts would occur and EWMD's approval of the project's Plan of Service would be required prior to approval of TTM's by the City. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

e) 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 GVSP EIR noted that the Eastern Municipal Water District's (EMWD) Perris Valley Regional Water Reclamation Facility (PVRWRF) had a capacity of 1 MGD and that renovations were underway to double its capacity. The GVSP EIR also noted that the expanded capacity was fully committed, but that future plans for the facility would expand the capacity to 50 or 100 MGD. Since that time, the facility has been expanded repeatedly, to a current capacity of 22 MGD with an ultimate capacity of 100 MGD (EMWD 2016b). Typical daily flows are 13.8 MGD (EMWD 2016).

Peak Flow for the project (i.e., TTM 36988 and 36989) is estimated to be 162 gallons per minute (gpm) or 0.362 cubic feet per second (cfs). The project would slightly increase the number of residential units within Phase 1A area of the GVSP (i.e., 14 additional units), resulting in a slight increase in the amount of wastewater that would be generated by the GVSP compared to the approved project. However, overall population for the GVSP would be the same or reduced compared to approved conditions because of required land use changes in other areas of the GVSP area associated with compliance with Airport Land Use Plan and school siting requirements. EMWD confirmed that both pipelines have enough remaining capacity for Green Valley project and adequate treatment capacity at the PVRWRF is available (2016b: 20). Therefore, no new significant impacts or substantially more severe impacts are anticipated. The findings of the GVSP EIR remain valid and no further analysis is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The GVSP EIR evaluated the amount of solid waste that would be generated by the GVSP, discussed capacity of local landfills, and concluded that the GVSP would result in less-than-significant impacts related to solid waste with incorporation of mitigation. Mitigation includes requirements for the reduction of solid waste and installation of trash compactors in new homes. The project would not change the location or amount of land that would be disturbed under the GVSP or substantially increase the amount of solid waste that would be generated by the GVSP (i.e., total number of units is only slightly increased for this portion of the plan area but would be reduced in other areas of the GVSP), Further, the project would continue to implement mitigation adopted for the GVSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

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

On page 4-133 of the GVSP EIR, mitigation for solid waste impacts included the requirement that disposal of waste would be done in accordance with all applicable regulations. The project would not change the location or amount of land that would be disturbed under the GVSP or substantially increase the amount of solid waste that would be generated by the GVSP (i.e., total number of units is only slightly increased for this portion of the plan area but would be reduced in other areas of the GVSP), and would not preclude or hinder compliance with applicable regulations. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the GVSP EIR remain valid and no further analysis is required.

Mitigation Measures

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

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

CONCLUSION

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

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