Errata to the Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 2 Project Area (April 2023)

The purpose of this errata sheet is to address minor adjustments in acreages made to Planning Areas (PA) 13a and 13b since publication of the Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 2 Project Area (Addendum). The adjustment was needed to reconcile discrepancies in acreages in PAs 13a and 13b between the Green Valley Specific Plan Amendment (SPA) and Tentative Parcel Map (TPM) 38410. As a result of this reconciliation, a 0.7-acre adjustment was made to the acreage of PAs 13a and 13b to match TPM 38410, as shown in Table 1. To make it clear for decisionmakers, this Errata hereby documents the official acreages for PAs 13 and 13b.

Table 1 Land Use Acreage Adjustment

Land Use	**SPA**	**TPM 38410**	**Adjustment**
Commercial (PA 13a)	5.8 acres	5.4 acres	-0.4 acres
Multi-Family (PA 13b)	9.0 acres	8.7 acres	-0.3 acres
Roads	--	--	+0.7 acres
		Net Change	**0.0 acres**

The following identifies the sections of the Addendum affected by the adjustments in acreages in PAs 13a and 13b. The changes are shown in the order in which they appear in the original document and are identified by the Addendum page and section number. The clarifications are editorial in nature, bring consistency between all documents prepared for the project, and do not materially change the development footprint, or development assumptions of the project. Therefore, none of the changes would alter the conclusions of the environmental analysis or effectiveness of the mitigation measures in the Addendum.

The following sections are noted to have the following text changes. At the time of final design, the SPA will be reconciled, and exhibits will be updated to reflect the changes identified below.

- **Section 2.1, Page 2-5, Figure 2-3b (Green Valley Specific Plan – Proposed Phase 2 Project Land Use Amendments)**
    - Change PA 13a acreage from 5.8 acres to 5.4 acres
    - Change PA 13b acreage from 9.0 acres to 8.7 acres
- **Section 2.4.1, Pages 2-9 and 2-10, Table 2-2 (Summary of Proposed Acreage by Designated Land Use Type Changes in Acres [Phase 2 Project Area])**
    - Change PA 13a acreage from 5.8 acres to 5.4 acres
    - Change PA 13a % of Site from 2.0 to 1.9
    - Change PA 13b acreage from 9.0 acres to 8.7 acres
    - Change PA 13b DU/AC from 14.4 to 12.8
    - Change PA 13b % of Site from 3.1 to 3.0

- Change Roads acreage from 25.8 acres to 26.5 acres

- **Section 2.4.1, Page 2-10, Table 2-3 (Proposed 2022 GVSP SPA Land Use Summary [Phase 2 Project Area])**
  - Change Multi-Family Residential acreage from 90.3 acres to 90.0 acres
  - Change Commercial acreage from 12.7 acres to 12.3 acres
  - Change Roads acreage from 25.8 acres to 26.5 acres
- **Section 2.4.3, Page 2-17, Figure 2-6a (GVSP Pedestrian Circulation Plan)**
  - Change PA 13a acreage from 5.8 acres to 5.4 acres
  - Change PA 13b acreage from 9.0 acres to 8.7 acres
- **Section 2.4.3, Page 2-18, Figure 2-6a (Pedestrian Circulation – San Jacinto River Trail Alternative)**
  - Change PA 13a acreage from 5.8 acres to 5.4 acres
  - Change PA 13b acreage from 9.0 acres to 8.7 acres
- **Section 2.5.1, MFR–22 Multi-Family Residential (PA 13b and PA 30), Page 2-23**
  - Change PA 13b acreage from 9.0 acres to 8.7 acres
- **Section 2.5.1, Commercial Development (PA 3a, PA 13a, and PA 29), Page 2-23**
  - Change PA 13a acreage from 5.8 acres to 5.4 acres

Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 2 Project Area

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

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

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

Contact:
Tristan Evert
Project Manager
619.937.2208

March 2023

ADDENDUM TO THE GREEN VALLEY SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PHASE 2 PROJECT AREA

March 13, 2023
State Clearinghouse No. 1989032707

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the 1990 Final Environmental Impact Report (EIR) for the Green Valley Specific Plan (GVSP) evaluates proposed amendments to the GVSP. Specifically, this addendum analyzes the effects of proposed amendments to GVSP land use designations and zoning located within 274.4 acres of the northeast portion and 14.8 acres in the southwest corner (i.e., Planning Areas [PA] 13a and 13b) of the GVSP area (herein both areas are referred to as the Phase 2 Project Area) that would change land use designations to be consistent with the 2011 Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport and meet the intent of SB 330 to recapture dwelling units that were not realized across the plan area with previous project approvals (i.e., Phase 1A and Phase 1B projects recently approved in southern half of the GVSP area), as well as to reflect a boundary change between PAs 13a and 13b and related rezoning. In total, the Phase 2 Project Area encompasses 289.2 acres of the GVSP area. It should be noted that land use changes to PAs 13a and 13b were analyzed programmatically as part of the GVSP Phase 1B Project Addendum approved in 2020. The approved land use for PA 13a is 5.5 acres of commercial uses and approved land uses for PA 13b are 9.3 acres of multi-family residential units that allow for a maximum of 135 dwelling units.

As applicable to the Phase 2 Project Area, this addendum also evaluates changes to the site and/or applicable federal, state, and local policies enacted since the GVSP EIR was certified in 1990 and the Phase 1A and Phase 1B Project Addendums were approved in 2017 and 2020, respectively. The proposed changes would not result in an increase in overall amount of commercial development or the number of dwelling units approved under the 1990 GVSP.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Perris has determined that, in accordance with Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the proposed amendments and other minor changes from the development scenario described in the 1990 Final EIR, 2017 GVSP Addendum, and 2020 GVSP Addendum for the adopted GVSP warrant the preparation of an addendum to update the analysis provided in the 1990 Final EIR.

PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the GVSP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to GVSP for the Phase 2 project.

- Draft EIR for the Green Valley Specific Plan, 1990;
- Final EIR for the Green Valley Specific Plan, Volume 1-4, Certified March 5, 1990;
- CEQA Findings of Fact and Statement of Overriding Considerations for the Green Valley Specific Plan, Approved March 5, 1990;
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 1A Project Area, January 2017 (2017 GVSP Addendum); and
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for Phase 1B Project Area, December 20, 2020 (2020 GVSP Addendum).

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 a certified EIR, and an addendum to a certified EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which an 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 an SEIR if:

> (1) any of the conditions described above for Section 15162 would require the preparation of an 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.

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

This addendum is intended to evaluate and demonstrate CEQA compliance for proposed amendments to the GVSP, which would be a change relative to what is described and evaluated in the 1990 GVSP Final EIR, the 2017 GVSP Addendum, and the 2020 GVSP Addendum. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved 1990 Final EIR and amended in the 2017 GVSP Addendum and 2020 GVSP Addendum and determine whether the certified EIR continues to be relevant and adequate to address the potential impacts, if any, of such changes. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the State

CEQA Guidelines (State CEQA Guidelines 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 State CEQA Guidelines Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164 and 15168.

This page intentionally left blank.

TABLE OF CONTENTS

Figures

Tables

Appendices

LIST OF ABBREVIATIONS

°C	degrees Celsius
µg/m^3	micrograms
AAQS	ambient air quality standard
AB	Assembly Bill
AFY	acre-feet per year
ALUCP	Airport Land Use Compatibility Plan
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
BMP	Best Management Practices
CAAQS	California ambient air quality standards
CAFE	Corporate Average Fuel Economy Standards
CAL FIRE	California Department of Forestry and Fire Protection's
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Energy Codes
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Perris
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society's
CO	carbon monoxide
CO_2	carbon dioxide
dB	decibels
DG	decomposed granite
DIF	Developer Impact Fees
DOT	U.S. Department of Transportation
DSA	Division of the State Architect
EGU	electric generating units
EIC	Eastern Information Center
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ET	evapotranspiration
EV	electric vehicles
EVSE	electric vehicle supply equipment

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FRAP	Fire and Resources Assessment Program
GHG	greenhouse gas
GLA	Glenn Lukos Associates, Inc.
GVRA	Green Valley Recovery Acquisition, LLC
GVSP	Green Valley Specific Plan
HOA	Homeowner's Association
HRI	heat rate improvement
HSC	Per Health and Safety Code
I-215	Interstate 215
IPaC	Information for Planning and Consultation
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
LID	Low Impact Development
LOMR	Letter of Map Revision
LOS	levels of service
LST	Localized Significance Thresholds
MGY	million gallons of water each year
MLD	Most Likely Descendent"
$MMTCO_2e$	million metric tons of CO_2 equivalent
mpg	miles per gallon
MPO	metropolitan planning organizations
MSHCP	Multiple Species Habitat Conservation
MTA	Metropolitan Transportation Authority
$MTCO_2e$/year	metric tons of carbon dioxide equivalents per year
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NEPSSA	narrow endemic plant species survey area
NHTSA	National Highway Traffic Safety Administration
NO_2	nitrogen dioxide
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PA	Planning Areas
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PRC	Public Resources Code
PRMMP	Paleontological Resources Mitigation Monitoring Program
PVRWRF	Perris Valley Regional Water Reclamation Facility

RCA	Regional Conservation Authority
RD	renewable diesel
ROG	reactive organic gases
ROW	road right-of-way
RPS	Renewable Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SAFE	Safer Affordable Fuel-Efficient
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SEIR	subsequent environmental impact report
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	carbon monoxide
SoCalGas	Southern California Gas
SO_X	sulfur oxides
SP	service population
SWMP	Storm Water Management Plan
SWRCB	State Water Resources Control Board's
TAC	Toxic Air Contaminants
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TIA	traffic impact analysis
tpd	tons per day
TUMF	Transportation Unified Mitigation Fee
USACE	U.S. Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WSA	Water Supply Assessment
ZEV	zero-emission vehicles

1 INTRODUCTION AND PROJECT HISTORY

On March 5, 1990, the Perris City Council approved the Green Valley Specific Plan (GVSP) for development of a master planned community located on approximately 1,270 acres within the southern central portion of the City of Perris (City). The approval allows for the construction of up to 4,210 dwelling units, of which 3,460 single family detached homes and 750 multi-family units are permitted with an overall project density of 3.3 dwelling units per gross acre. Other land uses approved under the GVSP include 42.3 acres of business and professional office, 72.7 acres of commercial retail, 108.7 acres of industrial, 24 acres for three school sites, 51.1 acres of public parks, and 97.8 acres of Open Space. The City prepared and certified an Environmental Impact Report (EIR) for the GVSP that evaluated the environmental impacts associated with development of the entire GVSP area based on the land use and zoning designations identified in the GVSP. The certified Final EIR is included as Appendix A of this Addendum. The City was the Lead Agency with respect to preparation and certification of the EIR, and approval of the GVSP. A portion of the site is owned by Green Valley Recovery Acquisition, LLC (GVRA).

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

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

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

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

The GVSP EIR certified in 1990 considered the effects of buildout of the overall GVSP and the EIR acknowledged that development of the GVSP may require additional environmental documentation as phases of the GVSP are proposed, such as the GVSP Phase 1A project and the GVSP Phase 1B project, to determine whether the entitlements/actions

proposed fall within the scope of the certified EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved GVSP, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted (State CEQA Guidelines Sections 15162 through 15164).

The GVSP Mitigation Monitoring and Reporting Program has been included as Appendix C of this Addendum and provides a list of GVSP EIR mitigation measures adopted in 1990, updated measures adopted with the two previous addenda, and associated monitoring requirements.

Consistent with the process described, the City has evaluated the GVSP Phase 2 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 proposed changes to the GVSP. This analysis considers whether there are changes proposed in the previously reviewed and approved GVSP or changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the GVSP EIR, and whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to those evaluated in the GVSP EIR.

2 PROJECT DESCRIPTION

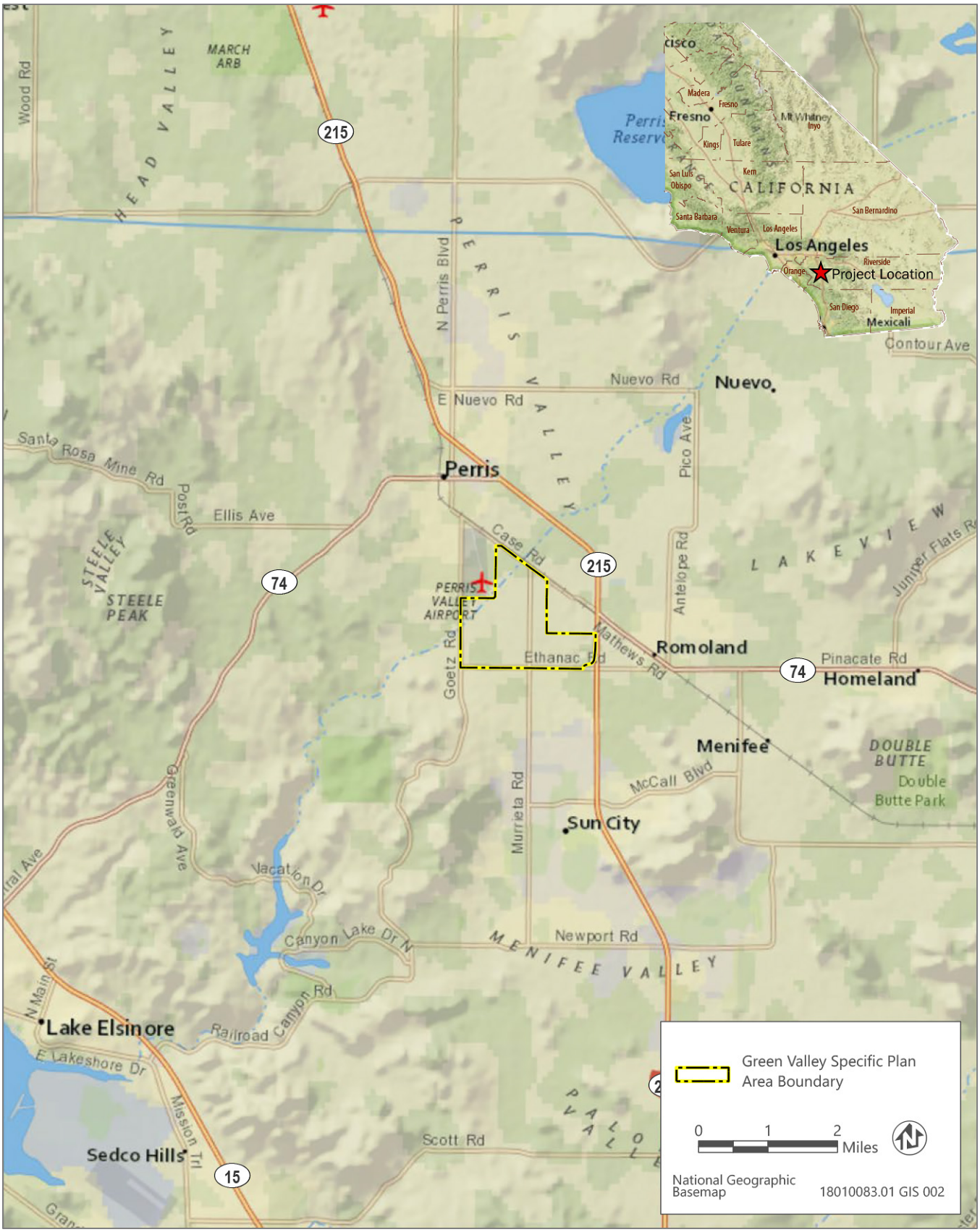
The project is a proposed amendment to the GVSP, which was approved in 1990 and last amended in 2020 (Phase 1B project) by the City of Perris. As approved in 1990, the GVSP is a land use plan for the development of a planned community on approximately 1,270 acres within the City (Figure 2-1) that would include the development of 3,460 single family detached homes, 750 multi-family units, open space, business, commercial, industrial, school, and recreational land uses. In 2017, an Addendum to the GVSP EIR was approved for Phase 1A of the GVSP. The Addendum provided for revisions to design guidelines and the development of two tract maps with 314 single family residential units located in the southern portion of the GVSP area. In 2020, an Addendum to the GVSP EIR and a specific plan amendment to the GVSP was approved for Phase 1B of the GVSP. That amendment provided for the development of six tract maps with 542 single family dwelling units, 698 multi-family dwelling units, and 6.3 acres of open space (including detention basins) also located in the southern portion of the GVSP area. This document analyzes the proposed specific plan amendment for the next proposed phase of GVSP development located in the northeast portion and southwest corner (PA 13a and 13b) of the GVSP area (Phase 2 Project Area; Figure 2-2). The specific plan amendment for the proposed Phase 2 project is provided as Appendix D.

The project consists of (1) amendments to GVSP land use designations and zoning located within 274.4 acres of the northeast portion and 14.8 acres in the southwest corner (i.e., PA 13 and 13b) of the GVSP area that would change land use designations to be consistent with the 2011 Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport and meet the intent of SB 330 to recapture dwelling units that were not realized across the plan area with previous project approvals (i.e., Phase 1A and Phase 1B projects recently approved in southern half of the GVSP area), as well as to reflect a boundary change between PAs 13a and 13b; and (2) buildout of the Phase 2 Project Area. The ALUCP for Perris Valley Airport was adopted in March 2011 and SB 330 was signed on October 9, 2019; both occurred after the certification of the GVSP EIR in 1990.

While land uses proposed for the Phase 2 Project Area are generally consistent with the land uses planned under the approved 1990 GVSP (see Figure 2-3a), some variations are proposed (see Figure 2-3b). The increased allowable density in the Phase 2 Project Area would allow the GVSP area as a whole to be developed with the previously approved total number of dwelling units assumed for the GVSP in 1990 (i.e., up to 4,210 dwelling units). Proposed changes to land uses in the Phase 2 Project Area of the GVSP are shown in Tables 2-1 through 2-3 below and are the primary subject of evaluation for this environmental checklist.

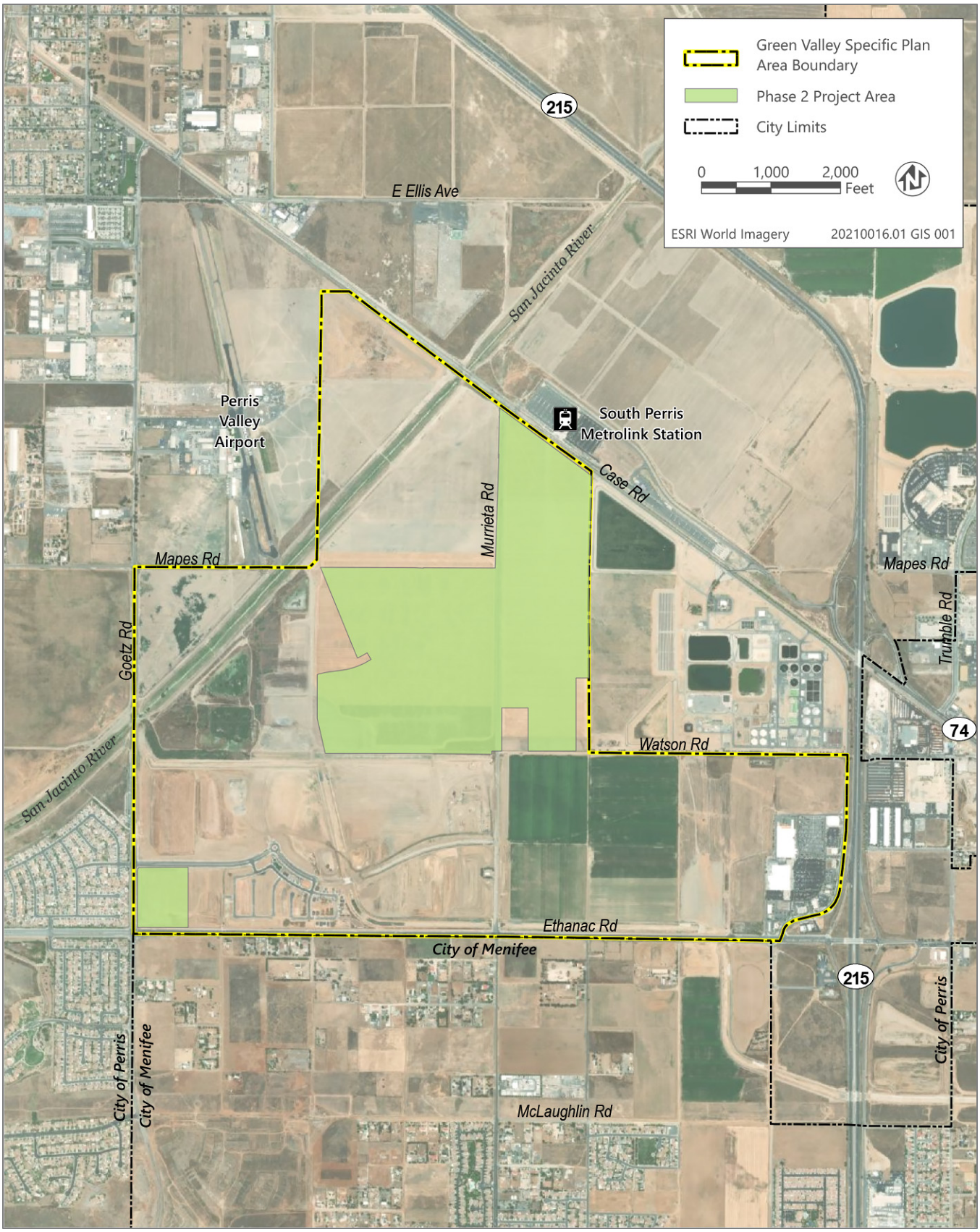
2.1 PROJECT LOCATION

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



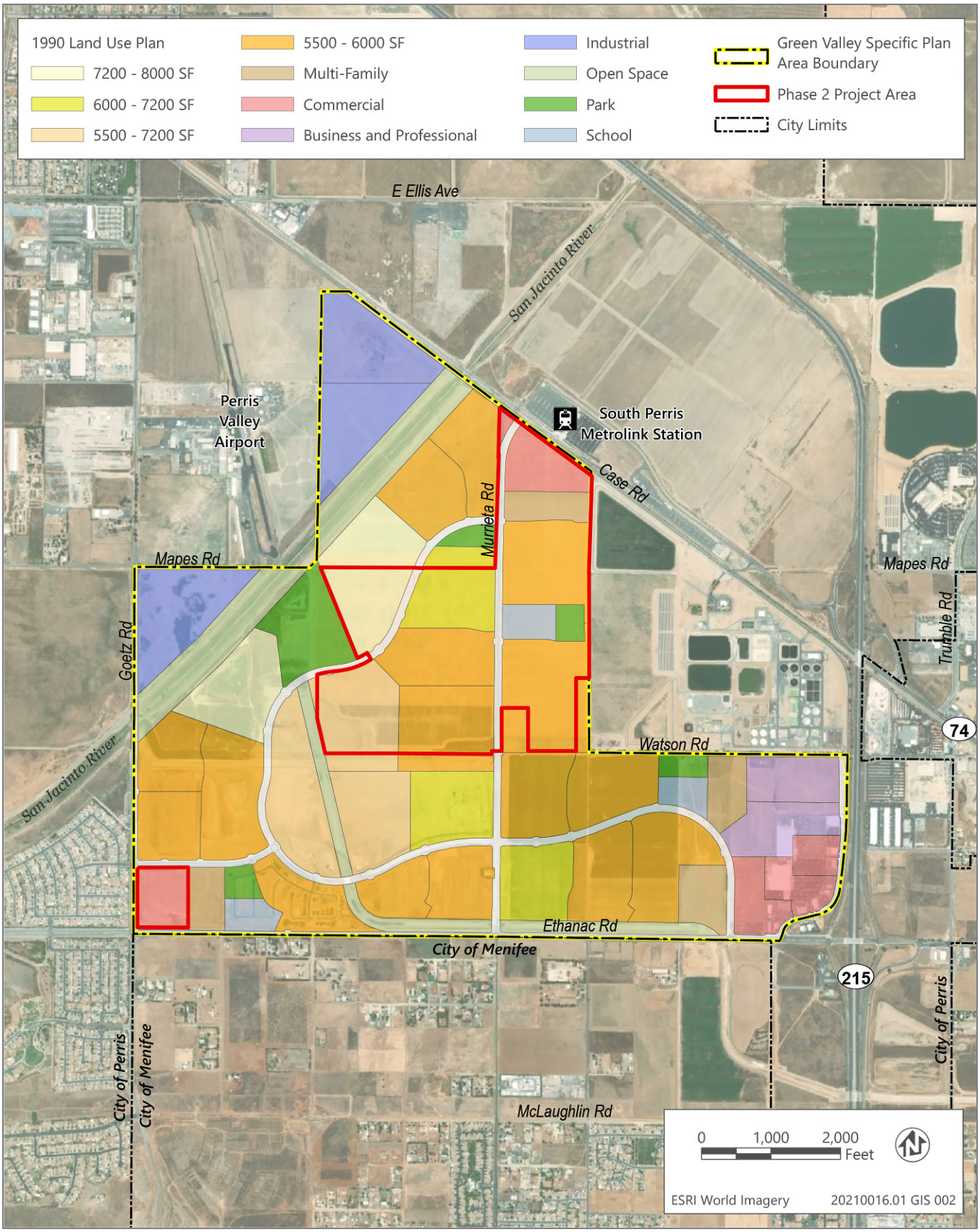
Source: Adapted by Ascent Environmental in 2019

Figure 2-1 Regional Location



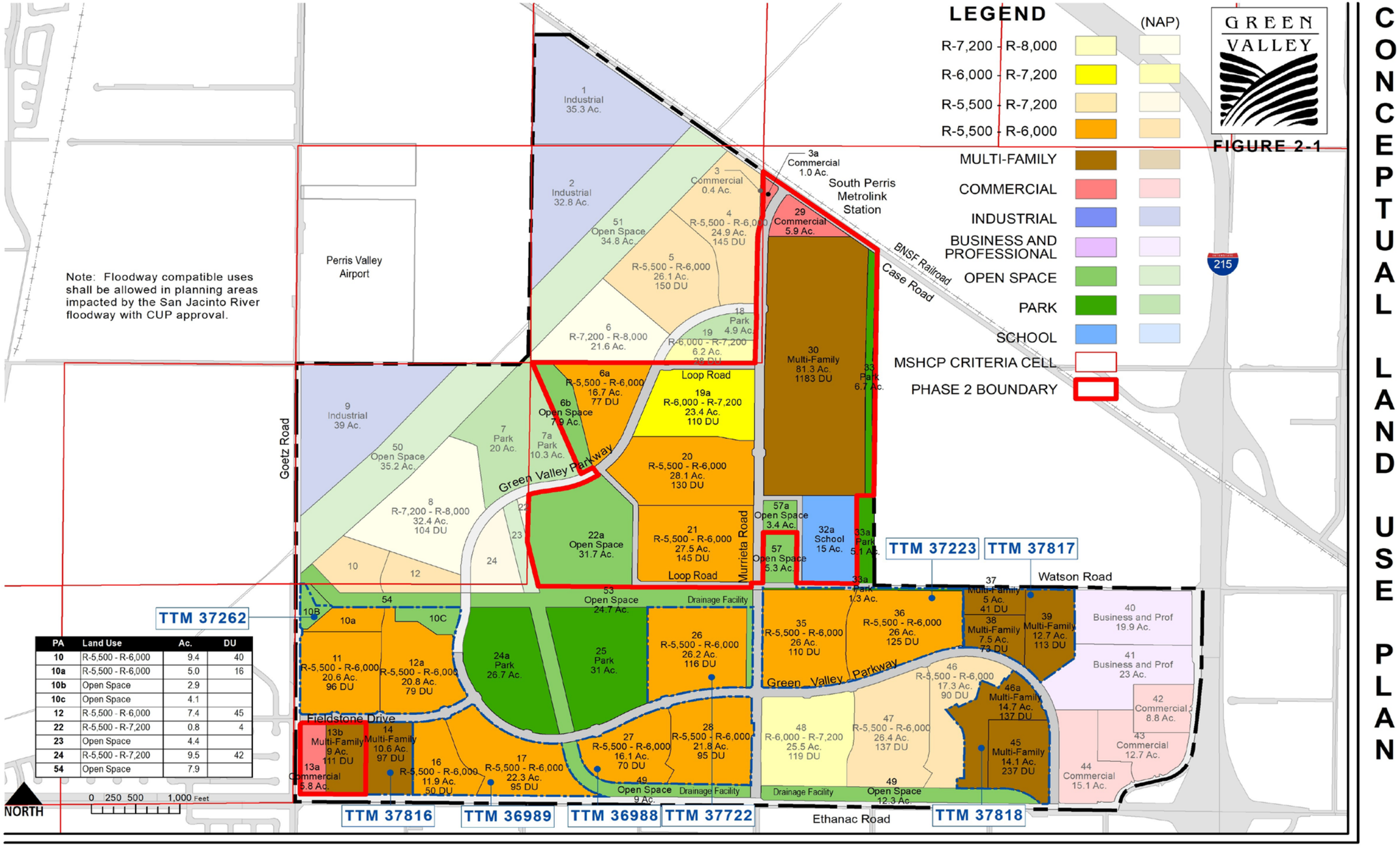
Source: Data provided by Forma in December 2021; adapted by Ascent Environmental in 2022

Figure 2-2 Project Location



Source: Image provided by Perris Green Valley Associates in 1990; adapted by Ascent Environmental in November 2022

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



Source: Image and data produced and provided by FORMA February 2023

Figure 2-3b Green Valley Specific Plan – Proposed Phase 2 Project Land Use Amendments

2.2 EXISTING SETTING

The GVSP area is relatively flat and entirely disturbed, supporting active agriculture and ruderal vegetation. Active agricultural disturbance, including plowing and tilling is evident throughout the site. Existing development within the GVSP area includes the Perris Crossing Retail Center in the easternmost portion of the GVSP area, ongoing construction of developments within the Phase 1A Project Area, ongoing grading and stockpiling activities, and access points for the GVSP area and buildout of major interior roads. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Development within the Phase 1B Project Area began in the first quarter of 2022. The existing conditions of the GVSP Phase 2 Project Area generally have not changed from the conditions described in the 1990 EIR. The majority of the Phase 2 Project Area is occupied by agricultural fields with a small area of disturbed land. However, the approximately 14.8-acre portion of the Phase 2 Project Area in PA 13a and 13b was mass graded in February 2022 as part of the Phase 1B project. Murrieta Road is the only paved road within the Phase 2 Project Area.

2.3 PROJECT OBJECTIVES

Applicable project objectives developed for the 1990 GVSP, 2017 GVSP Addendum (Phase 1A), the 2020 GVSP Addendum (Phase 1B), and the proposed Phase 2 project are provided below. Note that the strikeout and underlined text in Section 2.6.1 below represent updates made to the 1990 GVSP objectives as part of the 2017 GVSP Addendum.

2.3.1 1990 GVSP Objectives

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

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

2.3.2 Phase 2 Project-Specific Objectives

The primary objectives for the Phase 2 project are:

- to provide a framework for the development of residential neighborhoods, commercial areas, a school, open space, parks, and detention basins;
- to provide land use designations in the northeast portion and southwest corner of the plan area that would allow for development of the previously approved total number of dwelling units assumed for the GVSP in 1990;
- to provide road improvements at Murietta Road north of Watson Road and the inclusion of Green Valley Loop Road and a segment of Green Valley Parkway for the purpose of providing additional pedestrian and vehicular circulation to the Phase 2 planning areas west of Murrieta Road; and

- to provide pedestrian and bicycle circulation paths within the Phase 2 Project Area that would maximize connectivity with previously approved sidewalks and trails in the plan area and complete regional trail connectivity within the plan area for two planned off-site regional trailheads identified in the 2013 Perris Trails Master Plan.

Other objectives of the project include:

- avoiding development in Riverside Conservation Critical Habitat Zones,
- adhering to development restrictions of the 2011 ALUCP for Perris Valley Airport,
- increasing overall park acreage that exceed current park requirements,
- increasing overall Open Space acreage,
- adhering to a comprehensive review process,
- providing additional multi-family residential units near the South Perris Metrolink Station,
- providing for a diversity of residential products including traditional single family, single family courts, townhomes and apartments,
- meeting the intent of SB 330 by providing up to a maximum of 4,210 dwelling units, and
- meeting State Housing Goals by providing up to a maximum of 4,210 dwelling units.

2.4 PROJECT FEATURES

2.4.1 Land Use Amendments - GVSP Phase 2 Project Area

The primary purpose of this Addendum is to provide environmental review of up to 13 PAs that include three commercial sites (PAs 3a, 13a, and 29), a school (PA 32a), one park (PA 33), three open space areas (PAs 6b, 22a, and 57a), and six residential sites (PAs 6a, 13b, 19a, 20, 21, and 30), as shown in Figure 2-3b. A total of 1,756 dwelling units would be allowable within the proposed Phase 2 Project Area.

At this time, no land use amendments are proposed north and west of the Phase 2 Project Area (see Figure 2-3b) as there are no specific development proposals for that portion of the GVSP area, and a substantial amount of planning will be needed to determine how the remainder of the GVSP's future land uses will need to be modified to achieve consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), the 2011 ALUCP for Perris Valley Airport, the San Jacinto River Study, the Romoland Master Drainage Plan, and floodplain regulations. Given the extensive agency consultations that may be required to develop a set of potentially feasible land use map revisions for consideration, this process may take several more years, during which time, no tract maps will be considered in areas of the GVSP that are not covered under the currently proposed specific plan amendment until further planning is completed and analyzed, including subsequent environmental review under CEQA to consider whether new or more severe significant impacts would result. At this time, it would be premature to consider making any changes to the remaining northwestern portions of the GVSP land use map since environmental and economic conditions are likely to change further before any specific development proposals are offered. Therefore, any assumptions about development in the remaining northwestern portion of the GVSP area would be speculative.

Nonetheless, for the purposes of preparing an adequate cumulative impact analysis in this Addendum that covers past, present, and reasonably foreseeable future projects in the area affected by the currently proposed project, some general assumptions have been made about the remaining northwestern portion of the GVSP area, based on future changes to the land use map expected by the Riverside County Airport Land Use Commission, the MSHCP consultation process, and other applicable laws and regulations described above. Those changes include approximately 155 acres limited to nonresidential uses within Zones B1 and C of the 2011 ALUCP for Perris Valley Airport (unless Perris Valley Airport ceases activity), 35 acres already dedicated to the City as a Regional Park, and approximately 70 acres of the San Jacinto River to remain as open space that is undevelopable for residential or commercial/industrial uses.

Table 2-1 1990 Adopted GVSP Land Use Summary (Phase 2 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 2020 Data for Persons Per Household[3]
Commercial PAs						
PA 3-Commercial	1.0	0.3	NA	NA	NA	NA
PA 13-Commercial[4]	14.8	5.1	NA	NA	NA	NA
PA 29-Commercial	17.9	6.2	NA	NA	NA	NA
Park PA						
PA 33-Park	4.9	1.7	NA	NA	NA	NA
School PA						
PA 32-School	8.9	3.1	NA	NA	NA	NA
Single Family Residential PAs						
PA 6-Residential (7,200-8,000 S.F.) (partial)	24.6	8.5	3.5	87	261	373
PA 19-Residential (6,000-7,200 S.F.) (partial)	24.9	8.6	4.5	111	333	476
PA 22-Residential (5,500-7,200 S.F.) (partial)	31.7	11.0	4.9	156	468	669
PA 20-Residential (5,500-6,000 S.F.)	28.9	10.0	5.1	146	438	626
PA 21-Residential (5,500-6,000 S.F.) (partial)	30.9	10.7	5.0	156	468	669
PA 31-Residential (5,500-6,000 S.F.)	34.5	11.9	4.9	168	504	721
PA 34-Residential (5,500-6,000 S.F.) (partial)	36.0	12.4	4.8	173	519	742
Multi-Family PA						
PA 30 Multi-Family	12.0	4.1	15.3	184	552	789
Roads	18.2	6.3	NA	NA	NA	NA
Total Green Valley Phase 2	289.2	100.0	4.1	1,181	3,543	5,067

[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.

[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 2020 average of 4.29 persons per household in City of Perris (City of Perris 2021-2029 Housing Element, 2022).

Table 2-2 Proposed 2022 GVSP SPA Land Use Summary (Phase 2 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 2020 Data for Persons Per Household[3]
Commercial PAs						
PA 3a-Commercial	1.0	0.3	NA	NA	NA	NA
PA 13a-Commercial	5.8	2.0	NA	NA	NA	NA
PA 29-Commercial	5.9	2.0	NA	NA	NA	NA
Open Space PAs						
PA 6b-Open Space	7.9	2.7	NA	NA	NA	NA
PA 22a-Open Space	31.7	11.0	NA	NA	NA	NA
PA 57a-Open Space	3.4	1.2	NA	NA	NA	NA
Park PA						
PA 33-Park	6.7	2.3	NA	NA	NA	NA

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 2020 Data for Persons Per Household[3]
School PA						
PA 32a-School	15.0	5.2	NA	NA	NA	NA
Single Family Residential PAs						
PA 6a-Residential (5,500-6,000 S.F.)	16.7	5.8	4.6	77	231	330
PA 19a-Residential (6,000-7,200 S.F.)	23.4	8.1	4.7	110	330	472
PA 20-Residential (5,500-6,000 S.F.)	28.1	9.7	4.6	130	390	558
PA 21 Residential (5,500-6,000 S.F.)	27.5	9.5	5.3	145	435	622
Multi-Family PAs						
PA 13b-Multi Family	9.0	3.1	14.4	111	333	476
PA 30-Multi Family	81.3	28.1	14.5	1,183	3,549	5,075
Roads	25.8	8.9	NA	NA	NA	NA
Total Green Valley Phase 2	289.2	100.0	6.1	1,756	5,268	7,533

[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.

[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 2020 average of 4.29 persons per household in City of Perris (City of Perris 2021-2029 Housing Element, 2022).

[4] As part of the GVSP Phase 1B Project approved in 2020, PA 13 was split into PA 13a and 13b and the land use designations were updated to commercial and multi-family residential, respectively. The approved land use for PA 13a is 5.5 acres of commercial uses and approved land uses for PA 13b are 9.3 acres of multi-family residential units that allow for a maximum of 135 dwelling units.

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

	Approved 1990 GVSP[1]	Phase 2 GVSP Project	Difference
Single Family Residential	211.5	95.7	- 115.8
Multi-Family Residential	12.0	90.3	+78.3
Commercial	33.7	12.7	- 21.0
Open Space	0.0	43.0	+43.0
Park	4.9	6.7	+ 1.8
School	8.9	15.0	+6.1
Roads	18.2	25.8	+7.6
Total Acreage	289.2	289.2	NA

[1] Includes the land use changes in PAs 13a and 13b that were approved in 2020 as part of the GVSP Phase 1B Project.

2.4.2 Circulation Plan

The overall circulation plan for the currently defined Phase 2 Project Area, as approved under the 1990 GVSP (Section 2.6) would remain unchanged; however, only a portion of Green Valley Parkway North, from north of Fieldstone Drive to Murrieta Road, would be constructed as part of this phase of GVSP development (i.e., Phase 2 Project) and access to PAs 3a, 6a, 19a, 20, 21, 29, and 30 would be provided along Murrieta Road and the proposed Green Valley Loop Road. As part of the project, improvements to Murietta Road North would include safe bicycle and pedestrian facilities in and around the Murrieta Road/Watson Road intersection, traffic signals and/or intersection geometry

improvements at major intersections, and sidewalk improvements along the road right-of-way (ROW). As shown in Figure 2-3b, the proposed Green Valley Loop Road would provide primary access to PA 6a from Murietta Road and additional site access routes to PAs 19a, 20, and 21. As part of proposed construction of the Green Valley North Loop Road, a 1,500-linear-foot portion of the Green Valley Parkway North would be built out. Full buildout of Green Valley Parkway North would occur in a future development phase of the GVSP if the Perris Valley Airport were to close, landowners located west of the Green Valley Parkway North alignment submit a development application, and/or other land use limitations associated with the MSHCP and flood zone west of the alignment are resolved.

Vehicular access to PAs 13a and 13b would be provided via Goetz Road, which runs west of these parcels, Ethanac Road located to the south, and Fieldstone Drive (formerly referred to as West Elm Parkway) located to the north. Improvements to these roads have been constructed as part of the previously-approved projects in the GVSP area. Additional improvements for the proposed project would include three proposed driveways to access this portion of the Phase 2 Project Area, acceleration and deceleration lanes at the proposed Ethanac Road and Goetz Road driveways to the site, internal street networks, and on-site sidewalks provide pedestrian connectivity to all commercial buildings, parking areas, townhomes, community building, trash enclosures, and outdoor amenities.

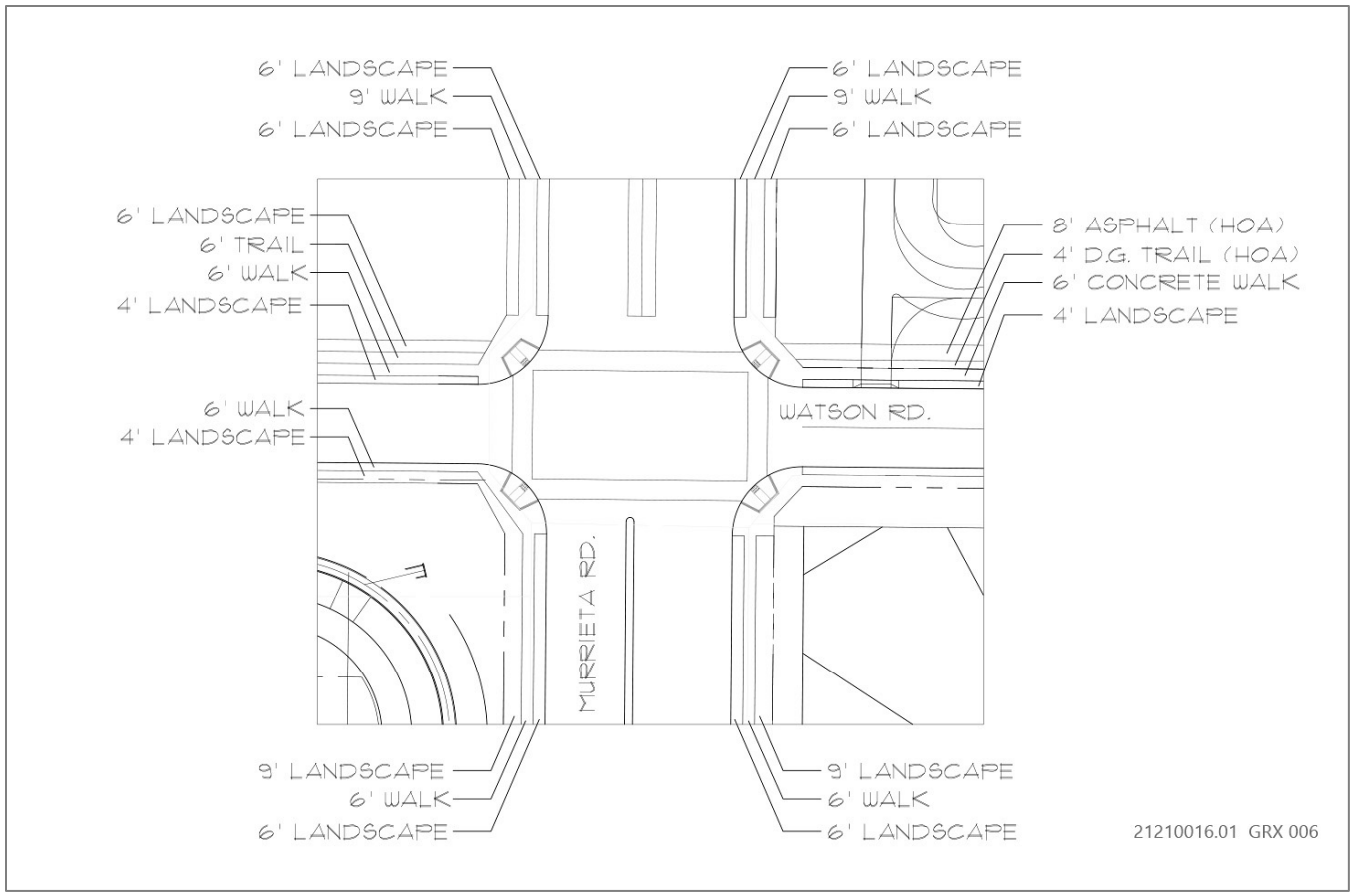
MURRIETA ROAD NORTH

Murrieta Road would be improved as a Secondary Arterial with a ROW of 136', per the GVSP Circulation Plan. In order to provide additional pedestrian access opportunities, the sidewalks on both sides of Murrieta Road are being increased from 6 feet to 9 feet to allow for ample width for landscaping and the additional pedestrian traffic anticipated to access the proposed commercial uses and South Perris Metrolink Station located near the Case Road/ Murrieta Road intersection. Special consideration has been given to ensure the provision of a safe bicycle and pedestrian environment in and around the Murrieta Road/Watson Road intersection (see Figure 2-4a) which will serve the proposed future school site to the east. Figure 2-4b shows proposed improvements to Murietta Road North. Based on preliminary operations analysis, traffic signals and/or intersection geometry improvements would be constructed at the following project intersections to ensure acceptable operating conditions:

- Murrieta Road/Case Road
- Murrieta Road/Watson Road
- Murrieta Road/Green Valley Parkway South (improvements partially completed)
- Murrieta Road/Ethanac Road (improvements completed)
- Green Valley Parkway/Ethanac Road (improvements completed)

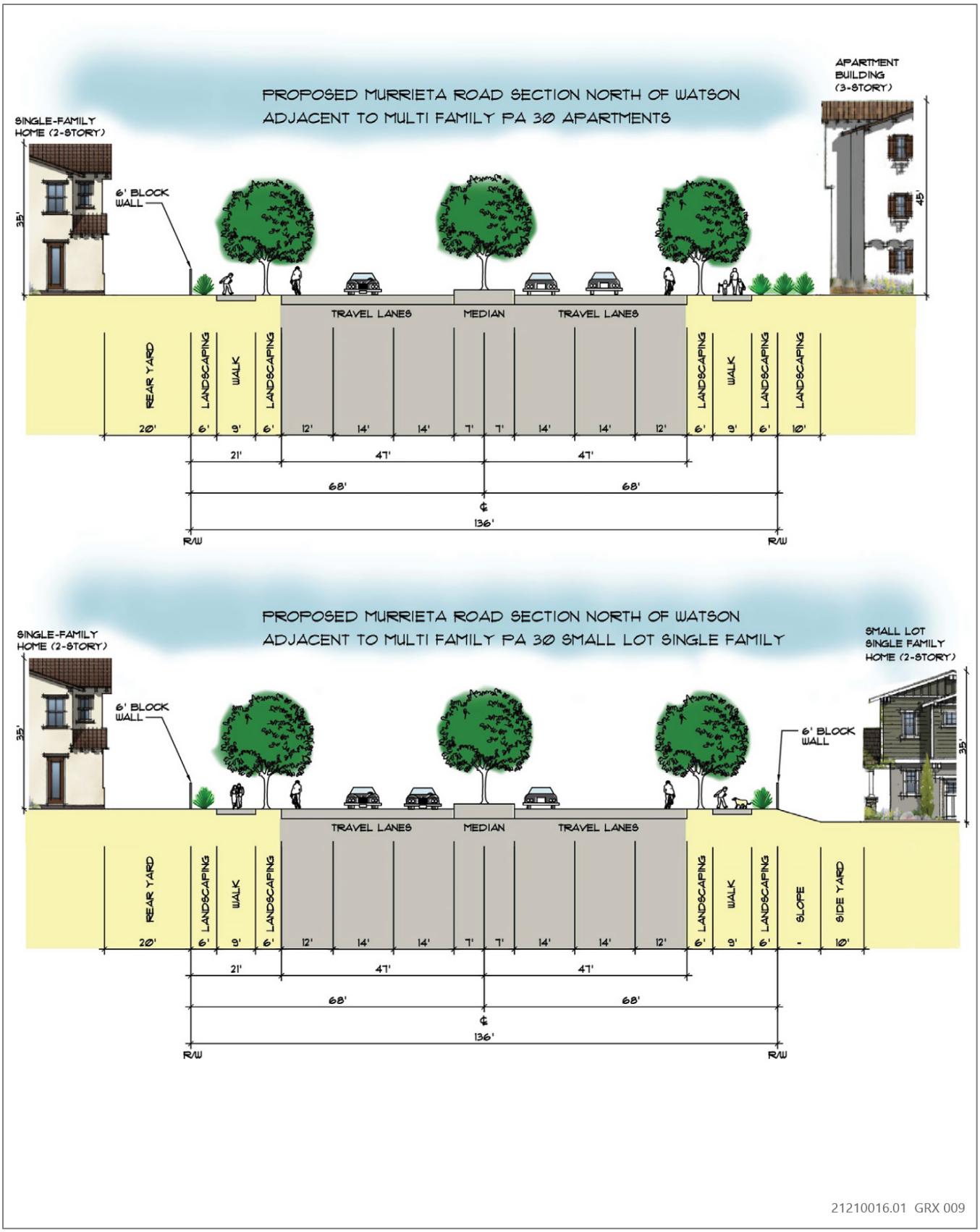
GREEN VALLEY LOOP ROAD

A Loop Road is proposed for the purpose of providing additional pedestrian and vehicular circulation to the Phase 2 planning areas west of Murrieta Road. As shown in Figure 2-5, the proposed Green Valley Loop Road would have a 66-foot right-of-way and is proposed as an extension of Watson Road west of Murrieta Road and along the southern border of PA 21. The Loop Road would extend north along the western boundaries of PAs 21 and 20, to a segment of the approved Green Valley Parkway North ROW alignment that would be built out to provide access to internal streets within PA 6a, where improvements would be extended to the northern boundaries of Planning Areas 6a and 19a. The road would then loop east along the northern boundary of Planning Area 19a to intersect with Murrieta Road.



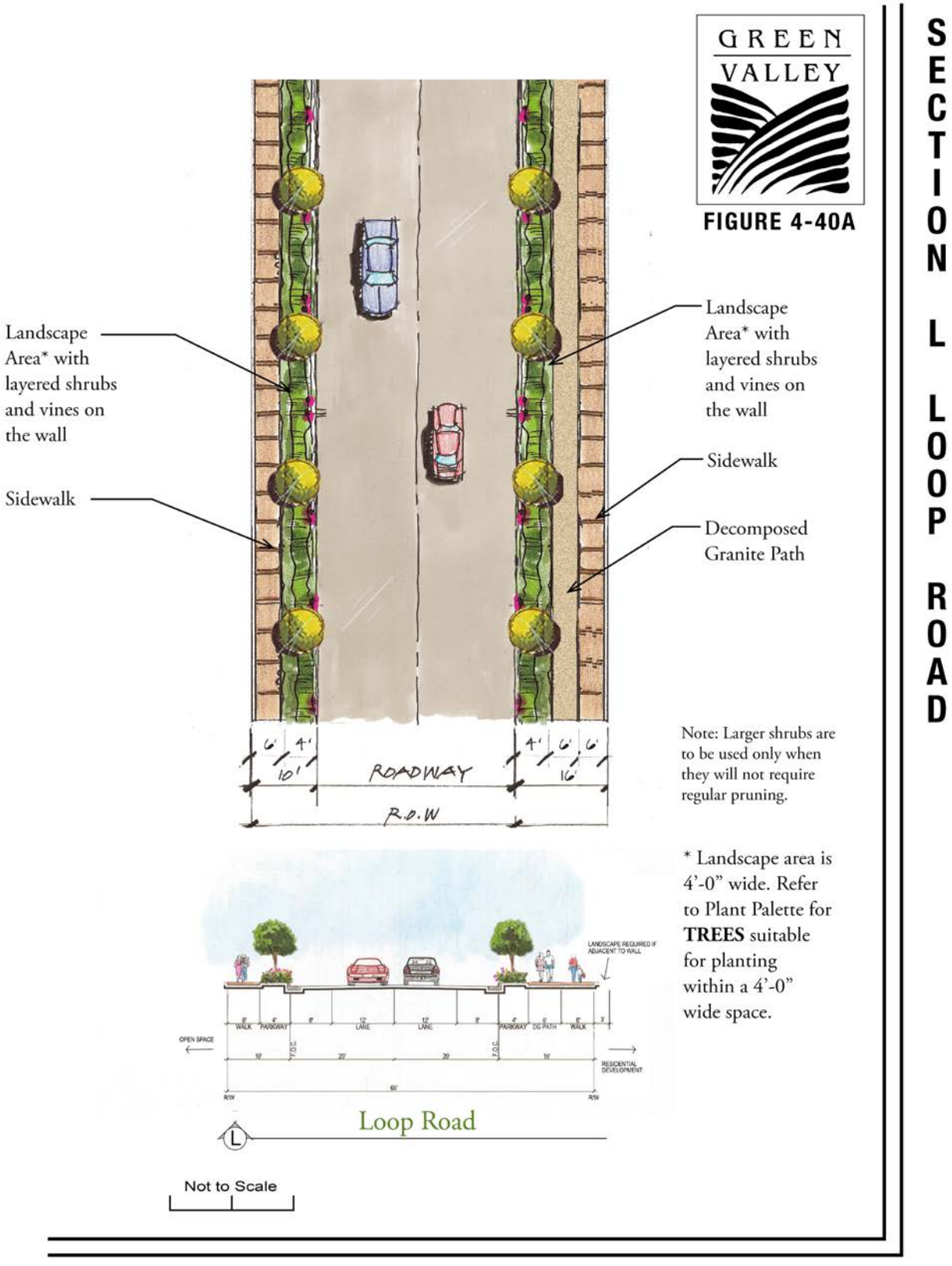
Source: Image provided by FORMA in January 2022

Figure 2-4a Proposed Improvements to Murietta Road/Watson Road Intersection



Source: Image provided by FORMA in January 2022

Figure 2-4b Proposed Improvements to Murietta Road North



Source: Image provided by FORMA in March 2023

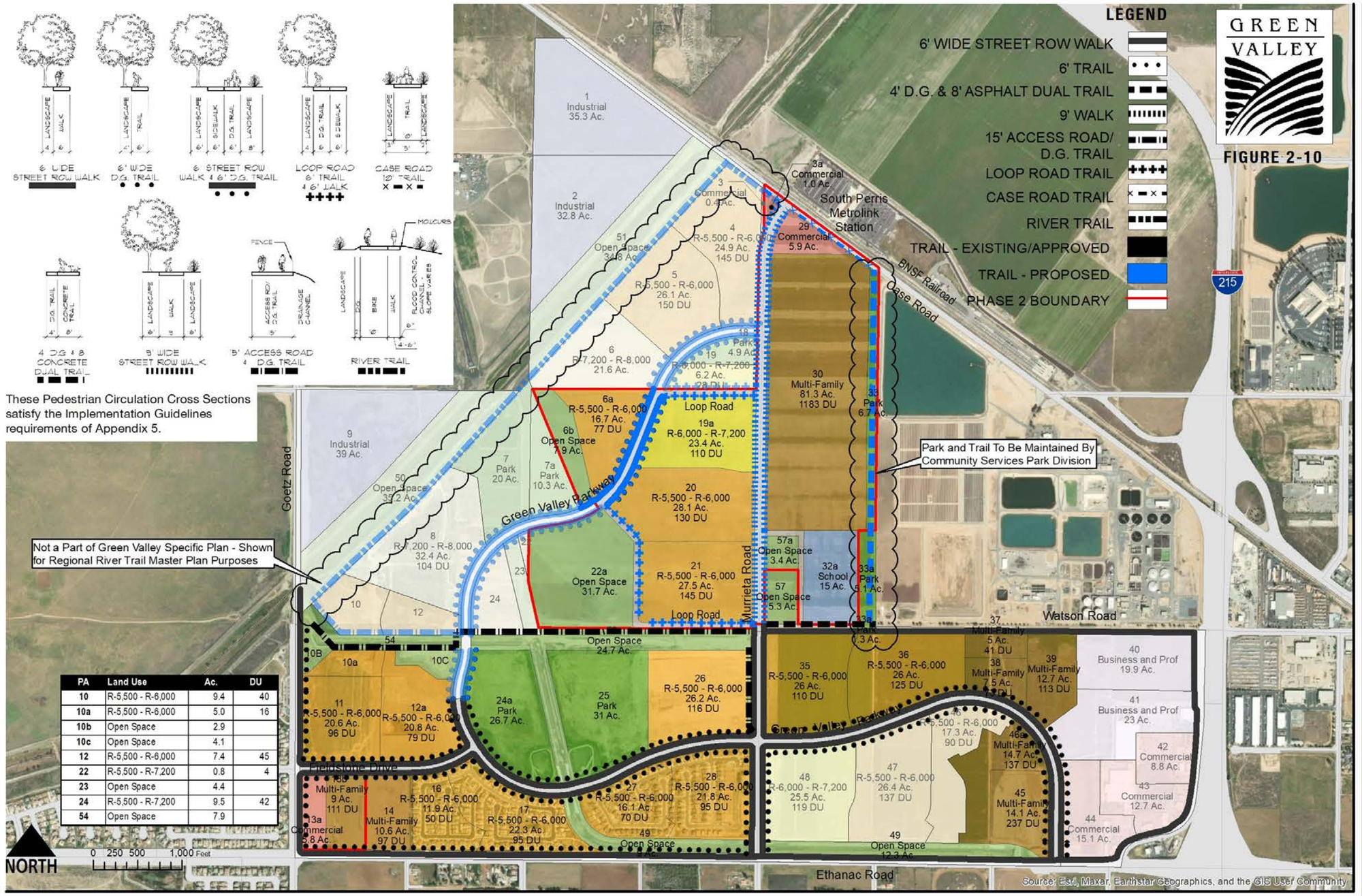
Figure 2-5 Proposed Green Valley Loop Road Cross Section

2.4.3 Pedestrian Circulation

The 1990 GVSP shows a regional trail along the San Jacinto River. In 2003, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was adopted and limits allowable uses along the San Jacinto River. In addition, the Perris Trails Master Plan, as adopted in 2013, identifies two potential trailheads adjacent to the GVSP and east of the San Jacinto River. The City's plan identifies one potential trailhead north of the Case Road/Murietta Road intersection and another potential trailhead at Goetz Park, just west of the plan area (City of Perris 2013). In response to these plans adopted after the GVSP, the GVSP pedestrian circulation plan (see Figure 2-6a) has been modified to provide multiple options for regional pedestrian and bicycle connections within the GVSP that align with allowable uses under the MSHCP and plan area connectivity to proposed regional trailheads identified in the 2013 Perris Trails Master Plan. Specifically, pedestrian and bicycle circulation within the plan area would allow for connection to a future trailhead proposed just west of Goetz Road and a future trailhead proposed north of the Case Road/Murrieta Road intersection, consistent with future trailheads identified in the Perris Trails Master Plan (City of Perris 2013). It should be noted that an alternative route to the San Jacinto River Trail is being provided as part of the Phase 2 project (see Figure 2-6b). The provision of an alternative route would allow for a regional trail connection to be completed prior to the ultimate San Jacinto River improvements and MSHCP Criteria Cells mitigation, which are located outside of the Phase 2 Project Area.

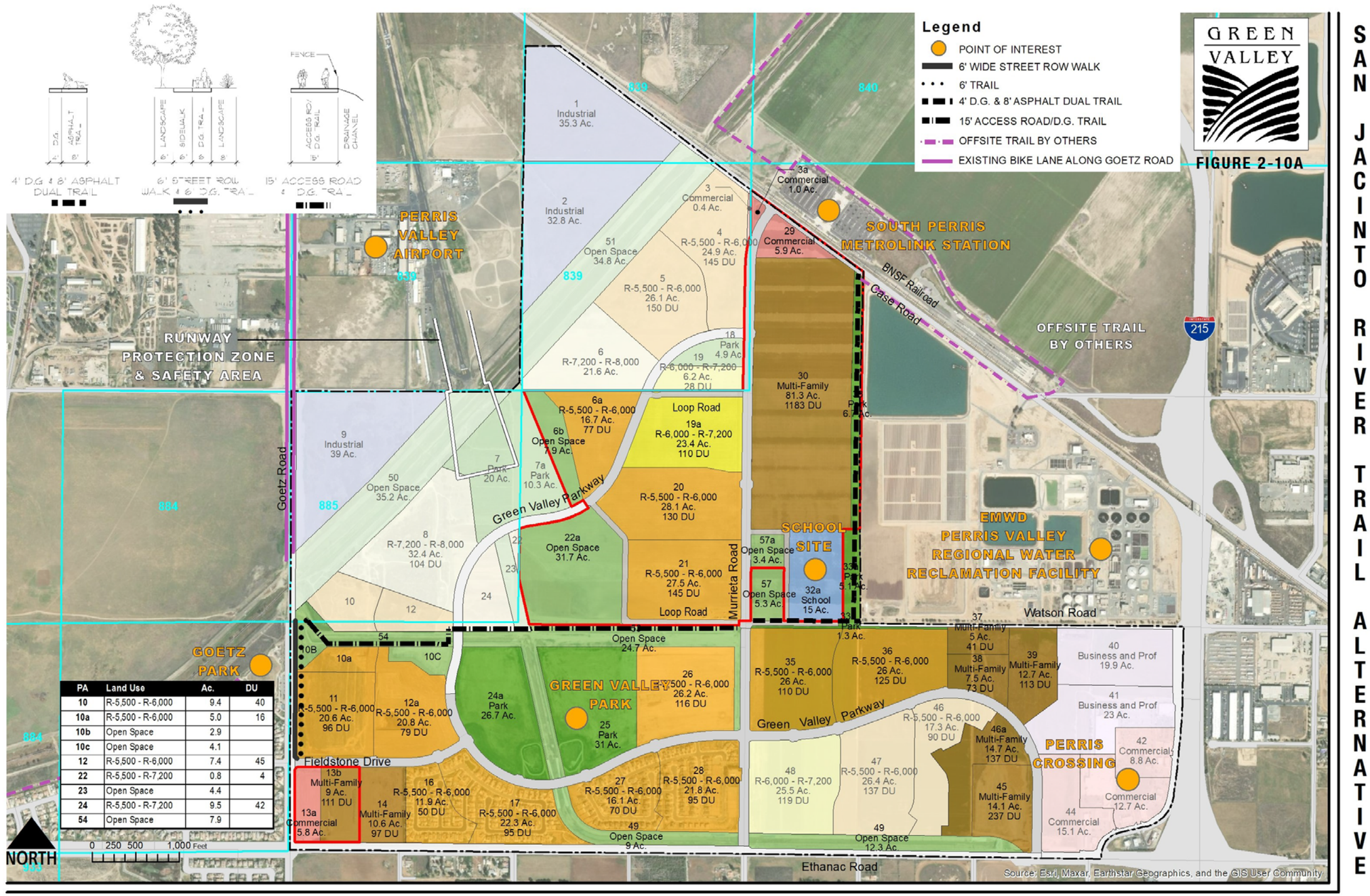
Proposed sidewalks and trails within the Phase 2 Project Area would provide seamless connection with approved pedestrian circulation paths in the northern half of the GVSP and would complete connectivity of the Plan Area with adjacent regional trail opportunities identified in the Perris Trails Master Plan. The Phase 2 pedestrian circulation improvements, developed in coordination with the City, would include construction of:

- 6-foot-wide jogging trails made of decomposed granite located adjacent to 6-foot-wide right-of-way sidewalks along Green Valley Loop Road;
- 4-foot-wide decomposed granite (DG) trails with adjacent 8-foot-wide concrete trails along the northern segment of Green Valley Loop Road (south of PA 21).
- 9-foot-wide sidewalks on both sides of Murietta Road, between Watson Road and Case Road. This additional width is designed to support landscaping and the additional pedestrian traffic anticipated to access the proposed commercial uses, South Perris Metrolink Station located at the Case Road/ Murrieta Road intersection, and a future regional trailhead planned north of the Case Road/Murietta Road intersection.
- 4-foot-wide decomposed granite (DG) trails with adjacent 8-foot-wide concrete trails that would loop around the eastern and northeastern boundary of Phase 2 Project Area and through a park proposed in PA 33.



Source: Image and data produced and provided by FORMA in March 2023

Figure 2-6a GVSP Pedestrian Circulation Plan



PA	Land Use	Ac.	DU
10	R-5,500 - R-6,000	9.4	40
10a	R-5,500 - R-6,000	5.0	16
10b	Open Space	2.9	
10c	Open Space	4.1	
12	R-5,500 - R-6,000	7.4	45
22	R-5,500 - R-7,200	0.8	4
23	Open Space	4.4	
24	R-5,500 - R-7,200	9.5	42
54	Open Space	7.9	

Source: Image and data produced and provided by FORMA in March 2023

Figure 2-6b Pedestrian Circulation – San Jacinto River Trail Alternative

2.5 SUMMARY OF PROPOSED CHANGES WITHIN PHASE 2 PROJECT AREA OF THE GVSP

Substantial time has passed since the 1990 approval of the GVSP for the Phase 2 Project Area. As a result, the applicant has proposed changes to the development pattern and phasing of the GVSP site that reflect current ideas in habitat conservation, community design, neighborhood planning, and market demand. Figure 2-3a shows the boundary of the Phase 2 project overlaid onto the conceptual land use plan from the GVSP Final EIR certified in 1990 and Figure 2-3b shows proposed land use amendments to the Phase 2 Project Area. The proposed land uses within the northeast portion of the Phase 2 Project Area are consistent with the types of land uses approved under the GVSP, the allowable density and therefore total number of units in the northeastern portion of the Phase 2 Project Area would be increased and the mix of dwelling unit types would provide for more multi-family units and fewer single family units for the northeastern portion of the GVSP currently under consideration (i.e., Phase 2 Project Area) in this application. The overall circulation plan for the currently defined Phase 2 Project Area, as approved under the 1990 GVSP (Section 2.6) would remain unchanged, however, only a portion (approximately 1,500 linear feet) of Green Valley Parkway North, between Fieldstone Drive and Murrieta Road would be constructed as part of this phase of GVSP development (i.e., Phase 2 project). Access to PAs 3a, 19a, 20, 21, 29, 30, and 32a would be provided along Murrieta Road, and access to PA 6a would be provided via proposed Green Valley Loop Road. Vehicular access to PAs 13a and 13b would be provided via Goetz Road, which runs west of these parcels, Ethanac Road located to the south, and Fieldstone Drive (formerly referred to as West Elm Parkway) located to the north. Additional buildout of Green Valley Parkway North would occur in a future development phase of the GVSP if the Perris Valley Airport were to close, landowners located west of the Green Valley Parkway North alignment submit a development application, and/or other land use limitations associated with the MSHCP and flood zone west of the alignment are resolved.

Conceptual site plans for PAs 3a, 6a, 19a, 20, 21, 29, 30, and 32a are not available because development applications for these areas have not yet been submitted. For these PAs, this document provides a project-level review, where feasible, based on available information, and a program-level analysis in instances where project-level review would be too speculative given a lack of available information.

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

The GVSP divides the project area into several PAs. As shown in Figure 2-3b, the Phase 2 Project Area includes 13 Planning Areas (PAs): three commercial sites (PAs 3a, 13a, and 29), one park (PA 33), three open space areas (PAs 6b, 22a, and 57a) and six residential sites (PAs 6a, 13b, 19a, 20, 21, and 30). A total of 1,755 dwelling units would be allowable within the proposed Phase 2 Project Area. The proposed school site would serve Kindergarten through 8th grade (K-8th) for up to 1,000 students. Proposed circulation improvements within the Phase 2 Project Area are described in Section 2.1 and 2.2 above.

2.5.1 Changes to Section 2.1: Comprehensive Land Use Plan

The project includes several changes to land uses located in the northeastern portion and southwest corner of the approved GVSP. Land use changes are generally compared to the approved 1990 GVSP. It should be noted that land use changes to PAs 13a and 13b were analyzed as part of the GVSP Phase 1B Project Addendum approved in 2020. The approved land use for PA 13a is 5.5 acres of commercial uses and approved land uses for PA 13b are 9.3 acres of multi-family residential units that allow for a maximum of 135 dwelling units. Although the proposed land uses and the density of residential use proposed for PAs 13a and 13b are largely consistent with the GVSP, the proposed land uses would shift 0.3 acre of multi-family residential land uses to commercial land uses and the residential density would result in 24 fewer units in PA 13b (i.e., 111 units) than what was approved under the Phase 1B project. However, the development of these 24 units would be shifted to PA 30; therefore, the total number of dwelling units across the remainder of the GVSP area would be maintained.

Table 2-1 shows the adopted 1990 GVSP land use summary for the Phase 2 Project Area, Table 2-2 shows the land use summary for the proposed Phase 2 GVSP Amendment, and Table 2-3 summarizes the acreage changes for the proposed Phase 2 Amendment compared to the adopted 1990 GVSP. Land uses in northeastern portion of the Phase 2 Project Area would include 6.9 acres of commercial development in PAs 3a and 29 at the intersection of Case Road and Murrieta Road on the northern edge of the Phase 2 Project Area. PA 30, to the south of the commercial development, would accommodate up to 1,183 multi-family residential units on the east side of Murrieta Road. PA 32a, to the south of the multi-family residential units, would accommodate a school (K through 8th grade) for up to 1,000 students. An open space area, PA 57a, would be located west of the proposed school in PA 32a. In PA 33, a park would be located on the eastern edge of the multi-family units in PA 30. Single family residential development that would accommodate up to 462 units in PAs 6a, 19a, 20, and 21 would be located on the west side of Murrieta Road. West of the single-family residential area are open space PAs 6a and 22a. These planning areas were designated single family residential in the 1990 approved Specific Plan. The land uses are proposed to be open space to be consistent with the 2011 ALUCP for Perris Valley Airport. A description of proposed land use changes is provided below.

RESIDENTIAL DEVELOPMENT- PA 6A, 13B, 19A, 20, 21, 30

Residential densities within the Phase 2 Project Area would not exceed 22 dwelling units per acre, consistent with the 1990 GVSP. The overall residential density for the entire GVSP area would be 3.3 dwelling units per acre. The 1990 GVSP stipulates that the total number of dwelling units allowed within each planning area can exceed that allowed by the Specific Plan Statistical Summary by up to 10 percent provided the cumulative total of 4,210 dwelling units within the GVSP is not exceeded (see Table 2-1 of the 1990 GVSP for statistical summary of the entire GVSP and Table 2-2 below for statistical summary of the Phase 2 Project Area). As shown in the tables above, there would be an increase of approximately fifty percent in the number of dwelling units proposed within the Phase 2 Project Area compared to the total number of units that could have been built in this area under the 1990 GVSP. This increase in allowable density would allow the recapture of dwelling units that were not realized across the Plan Area with previous project approvals (i.e., the Phase 1A and Phase 1B projects). The number of dwelling units that have been approved in the GVSP area under the previous projects totals 1,685. The number of dwelling units proposed under the Phase 2 project would bring the total number of units in the GVSP area up to 3,417. As a result, the overall cumulative number of dwelling units approved for the GVSP (i.e., 4,210) would not be exceeded. There are no current specific proposals to change the land use designations in the rest of the GVSP area to recoup the number of dwelling units in the rest of the GVSP area because of the substantial amount of planning and coordination that would be needed to design an amended land use map that accounts for the development restrictions imposed since the original adoption of the GVSP. Changes in requirements for school siting near an airport, the adoption of the MSHCP, the 2011 ALUCP for Perris Valley Airport, the San Jacinto River Study, and the adoption of the Romoland Master Drainage Plan since 1990 make it infeasible at this time to consider development plans that would increase the residential capacity of these areas.

R-6000 TO 7,200 SINGLE FAMILY RESIDENTIAL (PA 19A)

Under the GVSP, this residential land use designation would allow an average density of 4.6 single family dwelling units per acre, including accessory buildings such as a private garage, swimming pool, patio cover and secondary dwelling units in conformance with the Perris Municipal Code. PA 19a is 23.4 acres and would include the construction of up to 110 single family dwelling units.

R-5500 TO 6,000 SINGLE FAMILY RESIDENTIAL (PA 6A, PA 20, AND PA 21)

Under the GVSP, this residential land use designation would allow an average density of 4.6 to 5.3 single family dwelling units per acre, including accessory buildings such as a private garage, swimming pool, patio cover and secondary dwelling units in conformance with the Perris Municipal Code. PA 6a is 16.7 acres and would include construction of up to 77 single family dwelling units; PA 20 is 28.1 acres and would include construction of up to 130 single family dwelling units; and PA 21 is 27.5 acres and would include construction of up to 145 single family dwelling units.

MFR–22 MULTI-FAMILY RESIDENTIAL (PA 13B AND PA 30)

Under the General Plan land use designation MFR – 22, high density residential development at a maximum density of 22 dwellings per acre is allowed. PA 30 is 81.3 acres, and the proposed project would allow construction of up to 1,183 multi-family dwelling units resulting in a density of 14.5 dwelling units per acre in this planning area. Development could be comprised of multiple dwellings, condominium dwellings, townhomes, small-lot detached, and single-family court uses.

Within PA 13b, a multi-family residential development with 111, 2-story townhomes is proposed on 9.0 acres in the eastern portion of the planning area, resulting in a density of 12.3 dwelling units per acre. These residential units would include private garages with a total of 220 parking spaces (two garage spaces per unit), and private and shared open space areas. Consistent with development standards, the townhomes would include a 35-foot or two-story maximum building height, a minimum lot size of 2,000 square feet, minimum dwelling size of 1,200 square feet, and a 10-by-15-foot required minimum usable private open space. A total of 58 guest parking spaces would be provided throughout the townhome development, including EV charging spaces and van accessible parking spaces. Community amenities would include a community building with an outdoor pool area, a children's play area (i.e., tot lot), shared courtyards, outdoor barbecue and seating areas, and a bocce ball court. The conceptual site plan for PA 13b is shown on Figure 2-7.

SCHOOL (PA 32A)

Under the General Plan, PA 32a is designated for school uses. Within the 15-acre PA, construction of up to 70,000 square feet of school facilities are proposed and would serve up to 1,000 students, Kindergarten through 8th grade. For purposes of this analysis, it's assumed the Kindergarten through 5th grade school facility would serve up to 750 students and the 6th through 8th grade school facility would serve up to 250 students.

COMMERCIAL DEVELOPMENT (PA 3A, PA 13A, AND PA 29)

Under the GVSP commercial land use designation, a height limit of two-stories or 50 feet is allowable and would include such uses as grocery stores, drug stores, banks, department stores, restaurants, hardware, and childcare facilities. PA 3a is one acre, PA 13a is 5.8 acres, and PA 29 is 5.9 acres.

Development of PA 13a would consist of a commercial development on approximately 5.8 acres that would contain six buildings with a total of 43,700 square feet of commercial building space, a 9,300-square-foot play yard, and 261 parking spaces in compliance with City Code. As such, the total square footage of all commercial buildings developed on PA 13a would be less than 50,000 square feet in size. Commercial spaces would include a medical office, restaurant, drive-thru restaurant, retail shop, market, and daycare. The following provides a more detailed description of the northern and southern portion of the proposed commercial development. The conceptual site plan for PA 13a is shown on Figure 2-7.

PA 13a North

Development of the northern portion of PA 13a would consist of a commercial development that would contain three buildings with a total of 20,100 square feet of commercial building space and 124 parking spaces in compliance with City Code. Specifically, proposed development in PA 13a North would consist of a 5,100-square-foot medical office building with outdoor seating areas, a 5,000-square-foot restaurant, a 10,000-square-foot commercial building for daycare uses, a 9,300-square-foot play area for the daycare, a 10,500-square-foot water quality basin, 124 parking spaces, and landscaping.

PA 13a South

Development of the southern portion of PA 13a would consist of a commercial development that would contain three buildings with a total of 23,600 square feet of commercial building space and 137 parking spaces in compliance with City Code. Specifically, proposed development in PA 13a South would consist of a 16,000-square-foot market, a 5,100-

square-foot retail space, a 2,500-square-foot drive-thru restaurant, 137 parking spaces, outdoor seating areas, and landscaping.

OPEN SPACE AREAS 6B, 22A, AND 57A

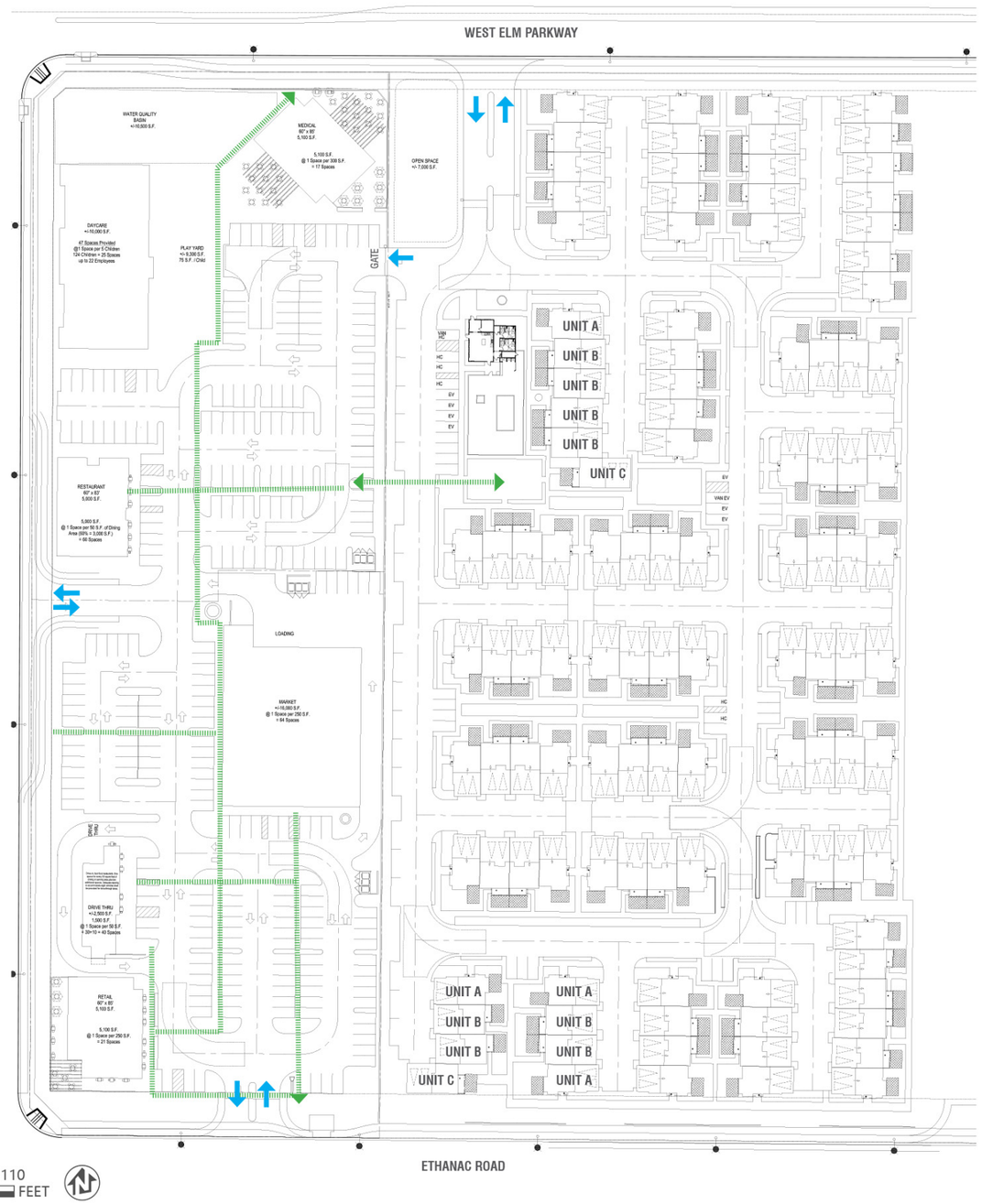
Approximately 43 acres of open space areas (PAs 6b, 22a, and 57a) are proposed that would allow for detention basins and passive recreational uses such as unpaved trails, benches, and picnic areas that would be maintained by the City's Landscape Maintenance District, including regular vegetation management to reduce fire hazard and maintain function of the basins. Split-rail fencing that allows for wildlife passage as well as no trespassing signage would be provided along the northern border of PA 6b and the southern and eastern border of PA 22a.

2.5.2 Changes to Section 2.2: Phasing Plan

The Phase 2 Project Area is in areas that were planned for buildout during Phases 1, 2, and 4 of development in the 1990 GVSP. Under the revised phasing plan, the Phase 2 Project Area would occur primarily within the second phase, located in the northeastern portion of the GVSP. Phasing plan changes associated with the southwest corner of the GVSP (i.e., PAs 13a and 13b) were addressed in the Phase 1B Project Addendum approved in 2020.

2.5.3 Changes to Section 3: Specific Plan Zoning

Specific plan zoning within the Phase 2 Project Area would change for PA 29, with the reduction in area for the commercial uses, and PA 30 would be enlarged to encompass PAs 31 (single family), 32 (school), 33 (park) and 34 (single family) with the land use category of multi-family; PA 33 would be reconfigured to provide a park along the eastern edge of PA 30. PA 6b, reconfigured from a portion of PA 6 (single-family), would be rezoned as open space, PA 22a would be reconfigured from PA 22 (single family) and rezoned open space. Zoning for PAs 19a, 20 and 21 would have the same single family residential designations as provided under the 1990 GVSP. Land use and zoning for PA 32a and PA 57a would have the same school and open space designation, respectively, as amended in the 2020 GVSP Phase 1B Project Addendum. Similarly, the land use and zoning for PA 13a and 13b would be consistent with what was amended as part of the 2020 GVSP Phase 1B project. However, the proposed land uses would shift 0.3 acre of multi-family residential land uses to commercial land uses from what was approved under the Phase 1B project.



SITE SUMMARY PA-13A NORTH

CODES	GREEN VALLEY SPECIFIC PLAN 3.5 RETAIL COMMERCIAL STANDARDS
SITE AREA	+/- 2.96 ACRES (to be verified)

+/- 10,500 S.F. WATER QUALITY BASIN

DAYCARE	10,000 S.F.
PLAY YARD	9,300 S.F.
Parking REQUIRED	47 SPACES
@1 Space per 5 Children	
124 Children = 25 Spaces	
up to 22 Employees	
MEDICAL	5,100 S.F.
PARKING REQUIRED	17 SPACES
RESTAURANT	5,000 S.F.
PARKING REQUIRED	60 SPACES
TOTAL PARKING REQUIRED	124 SPACES
TOTAL PARKING PROVIDED	124 SPACES

SITE SUMMARY PA-13A SOUTH

CODES	GREEN VALLEY SPECIFIC PLAN 3.5 RETAIL COMMERCIAL STANDARDS
SITE AREA	+/- 3.13 ACRES (to be verified)

MARKET	16,000 S.F.
PARKING REQUIRED	64 SPACES
RETAIL	5,100 S.F.
PARKING REQUIRED	21 SPACES
DRIVE-THRU	2,500 S.F.
PARKING REQUIRED	40 SPACES
TOTAL PARKING REQUIRED	125 SPACES
TOTAL PARKING PROVIDED	137 SPACES

SITE SUMMARY PA-13B

CODES	GREEN VALLEY SPECIFIC PLAN 3.4 MULTI-FAMILY RESIDENTIAL STANDARDS
SITE AREA	**+/- 8.71** ACRES (to be verified)
OPEN SPACE	**7,000 S.F.**
2 STORY TOWNHOMES	**111 UNITS**

PARKING

111 Units x 2 Spaces/ Unit =	**220 Spaces (Garage)**
Guest Parking:	
111 units @1 Space/ 5 Units	23 Spaces Required
Guest Spaces Provided	**61 Spaces Provided**
-3 EV Space Locations =	58 Spaces
Accessible Parking	**5 Spaces + 1 Van Accessible**
EV Parking	
10% of 23 Spaces =	3 Spaces **2 EV Charging Spaces** **1 ADA Van Accessible Charging Space**

UNIT MIX

UNIT TYPE	COUNT	BR	BA	S.F.
UNIT A	48	3	2.5	+/- 1,375 S.F.
UNIT B	61	4	2.5	+/- 1,500 S.F.
UNIT C	2	4	2.5	+/- 1,600 S.F.
TOTAL UNITS	**111 UNITS**			

LEGEND

- VEHICULAR ACCESS
- PEDESTRIAN PACONNECTIVITY

20210016.01 GRX 002

Source: Image and data produced and provided by WHA in November 2022.

Figure 2-7 Green Valley Specific Plan – Proposed PA 13a and 13b Conceptual Site Plan

2.6 PHASE 2 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 Phase 2 project would be affected by the entitlement process, market demand, and other factors. For the purposes of this analysis, the Phase 2 project is assumed to be developed in five subphases. Within PA 13a and 13b, construction is assumed to begin in the winter of 2025 (after anticipated buildout of the GVSP Phase 1B project is completed in fall 2025) and to be completed by winter of 2027. It is assumed that PA 13a and 13b would be developed in one subphase (subphase 2.1) with the commercial and multi-family residential developments under construction at approximately the same time. It is anticipated that construction of PA 13a and 13b would last approximately 24 months. For the remainder of the Phase 2 project, construction is assumed to begin in summer 2026 and be completed by summer 2033, with each subphase lasting approximately 21 months. Table 2-4 provides the construction phasing for each subphase of the project.

Table 2-4 Construction Phasing

Subphase	SF DUs	MFR DUs	Total DUs	Commercial (acres)	Park/Open Space (acres)
2.1	--	111	111	5.8	--
2.2	145	260	405	--	--
2.3	130	270	400	--	--
2.4	110	311	421	2.95	24.85
2.5	77	342	419	2.95	24.85
Total	**462**	**1,294**	**1,756**	**11.7**	**49.70**

It is anticipated that each construction subphase would overlap by approximately 6 months except for subphases 2.1 and 2.2, which are anticipated to overlap by approximately 18 months. Construction of the entire Phase 2 project would last approximately 8 years. It should be noted that a mass grading permit for PAs 13a and 13b was issued by the City in 2021 and the mass grading was completed before February 2022. As such, there would be no construction worker or haul trips associated with site preparation and grading for PA 13a and 13b. During the onsite road paving and building for PA 13a and 13b, construction worker trips are estimated to be approximately 355 trips per day, and the architectural coating portion of construction would generate approximately 70 trips per day.

During site preparation and grading for the remainder of the Phase 2 project, worker trips are estimated to be approximately 20 trips per day and total hauling trips would be approximately 130,525 trips over the course of Phase 2 project construction. During the road paving and building construction, worker trips are estimated to be approximately 715 trips per day, and the architectural coating portion of the construction project would generate approximately 140 trips per day.

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

Soil material from construction of detention basins proposed in PAs 6b, 22a, and 57a would be used as borrow material for future buildout of the Phase 2 Project Area. In addition, soil material for a detention basin proposed in PA 24a, located within the Phase 1B project area, may also be used as borrow material for the Phase 2 project.

2.7 PROJECT APPROVALS

The following approvals and permits are required from the City of Perris to implement the proposed project:

- Specific Plan Amendment SPA21-05125 to change the land uses located in the northeastern portion and southwest corner of the approved GVSP.
- Tentative Tract Map (TTM) 38410 is a financing map for PA 13a and 13b to allow the selling of the commercial and residential portions to separate developers.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

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

3.1.1 Where Impact Was Analyzed

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

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved GVSP, as it is described in the certified Final 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 State CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

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

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

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

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

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

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

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

3.2.3 Conclusions

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

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

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

4.1.1 Discussion

The existing conditions of the GVSP Phase 2 Project Area generally have not changed from conditions described in the 1990 EIR. The majority of the Phase 2 Project Area is occupied by agricultural fields with a small area of disturbed land. However, PAs 13a and 13b were mass graded in February 2022 as part of the approved GVSP Phase 1B Project. As such, the existing conditions on these parcels have changed from the conditions described in the 1990 EIR and GVSP Phase 1B Project Addendum as it relates to aesthetics. Murrieta Road is presently the only paved road within the Phase 2 project area. Development within the GVSP area includes the existing Perris Crossing Retail Center in the easternmost portion of the GVSP area, ongoing construction of developments within the Phase 1A and Phase 1B project area, ongoing grading and stockpiling activities, and access points for the GVSP area and buildout of major interior roads. Development within the Phase 1B project area began in the first quarter of 2022. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Since approval of the GVSP in 1990, the Perris Crossings retail center has been built within the GVSP area (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) and is in full operation within the southeast corner (3150 Case Rd, Perris, CA 92571) of the GVSP area.

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

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

As described in Section 4.11, Aesthetics, of the Final EIR, the GVSP area is within the relatively flat Perris Valley. Views from the Valley floor include local hills and mountain ranges. These views have not changed since the Final EIR was certified. The Final EIR noted that significant aesthetic impacts would occur as a result of modifications to the

appearance of the GVSP area as well as views of and from the site from buildout of the GVSP. However, the Final EIR concluded that aesthetic impacts would largely be mitigated by the landscape plan and site development standards (Mitigation Measure 4.11.3-Site Design Elements).

The currently proposed project would change the development pattern and phasing of the GVSP Phase 2 Project Area compared to what was analyzed and approved in the Final EIR and GVSP Phase 1B Project Addendum but would continue to develop types of land uses (e.g., residential and commercial) similar to those approved under the these documents. Further, the project would not result in changes to the overall land use assumptions including buildout maximums for the rest of the GVSP area. The proposed changes would not change the landscape and site design standards and requirements that provide mitigation for aesthetic impacts. Overall, aesthetics impacts remain similar to those which were described in the Final EIR. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measure for significant aesthetic impacts would be required for the Phase 2 project. Therefore, the findings of the Final EIR and GVSP Phase 1B Project Addendum remain valid and no further analysis is required.

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

There are no officially designated State Scenic Highways or National Scenic Byways with views of the GVSP area. The Phase 2 project would change the development pattern and phasing of the GVSP area from that previously approved in the certified Final EIR and GVSP Phase 1B Project Addendum. However, the types of land uses that would be developed under the Phase 2 project would be similar to those analyzed and approved in the certified Final EIR and GVSP Phase 1B Project Addendum. Because the Phase 2 project would develop the site with a similar development pattern and land uses as described in the Final EIR and Phase 1B Addendum, and none of these uses would be visible from officially designated scenic highways, no new significant impacts or substantially more severe significant impacts would occur. The findings of the Final EIR remain valid and no further analysis is required.

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

In the Final EIR, Impact 4.11.2.1 notes that the GVSP would extensively alter the project site, changing the area from relatively open views of areas devoted to agriculture to suburban development including commercial and residential structures. The Final EIR noted that site design elements, including the landscape plan required under Mitigation Measure 4.11.3-Site Design Elements, would soften the new hardscapes such that the GVSP project would not result in significant adverse impacts. Within the Phase 2 Project Area, the project would result in an increased density of dwelling units compared to the planned densities analyzed in the 1990 Final EIR. However, the overall number of dwelling units that could be developed under the GVSP would not change with buildout of the Phase 2 project.

The project would not change the landscape and site design standards and requirements that minimize the degree of aesthetic impacts. Overall, aesthetics impacts would be similar to those described in the Final EIR. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant aesthetic impacts would be required for the Phase 2 project; therefore, the findings of the Final EIR and GVSP Phase 1B Project Addendum remain valid and no further analysis is required.

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

In the Final EIR, Impact 4.11.2.2 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 effects on the Mount Palomar Observatory. Mitigation for this impact (Mitigation Measure 4.11.3 - Light and Glare Mitigation) 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, including the proposed Phase 2 project.

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

The project would alter the density of development within the Phase 2 Project Area of the GVSP but would not alter the overall scale or types of development (e.g., residential and commercial) approved in the Final EIR and GVSP Phase 1B Project Addendum. Additionally, the Phase 2 project would not change the overall number of dwelling units that could be developed under the GVSP. As such, these proposed changes would not be expected to substantially increase the level of nighttime light or glare that would occur compared with the previously approved project since the Phase 2 project would continue to comply with mitigation required in the GVSP Final EIR, as noted below. Therefore, no new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant aesthetic impacts would be required for the Phase 2 project. The findings of the Final EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the certified GVSP Final EIR and would continue to be applicable if the proposed Phase 2 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 C]).

The Final EIR concluded that impacts related to the existing visual character and light and glare would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Phase 2 project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the Final EIR remain valid and implementation of the Phase 2 project would not result in new or substantially more severe significant impacts on 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 State CEQA Guidelines 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 State CEQA Guidelines 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 State CEQA Guidelines Appendix G when Final EIR was certified.	No	No	Agriculture: Yes; Forestry Resources: NA

4.2.1 Discussion

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

of the GVSP Phase 1B Project Addendum, PAs 13a and 13b have been mass graded, and therefore no longer support active agriculture or ruderal vegetation.

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

The 1990 EIR for the GVSP concluded the GVSP project would result in a significant and unavoidable impact related to Important Farmland despite implementation of mitigation measures. With the adoption of the GVSP in 1990, the City imposed land use designations in the GVSP area were changed from agricultural designations to non-agricultural designations (i.e., residential, commercial, industrial). However, the GVSP Phase 2 Project Area remains designated Farmland of Statewide Importance and Local Importance under the California Department of Conservation Important Farmland Mapping and Monitoring Program (CA Department of Conservation 2016). The proposed Phase 2 project would allow for development of the same type of land uses (e.g., residential and commercial) as those approved under the 1990 GVSP and would occur entirely within the same boundaries analyzed in the Final EIR and Phase 1B Addendum. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant agricultural resources impacts would be required for the Phase 2 project. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Final EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The Final EIR included a mitigation measure intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. With adoption of the GVSP in 1990, the land use categories in the GVSP area, including the project site, were changed from agricultural designations to non-agricultural designations. As indicated in Table 2-1 and 2-2 above, the specific plan designations within the Phase 2 area would include similar residential land use categories (i.e., Single Family Residential [R-5,500 – 6,000 and R-6,000 –7,200] and Multi-Family) and would add new areas to be zoned for Open Space (PA 6b and 22a). As discussed in the 2020 GVSP Phase 1B Project Addendum, land use changes and updates proposed within the Phase 1B area included relocation of the school site to PA 32a, located within the Phase 2 Project Area (see Figure 2-3b). Also, as part of the GVSP Phase 1B Project, PA 13 was split into PAs 13a and 13b and the land use designations were updated to commercial and multi-family residential, respectively. The proposed project would allow for development of the same type of land uses (e.g., residential and commercial) as those approved under the 1990 GVSP and would be consistent with the approved land uses for the GVSP Phase 2 Project Area from the GVSP Phase 1B Project Addendum. No lands zoned for agriculture would be affected by the project. As described on page 4-40 of the Final EIR, there were no parcels within the GVSP site subject to a Williamson Act contract. There are still no lands subject to Williamson Act contracts within the GVSP site (CA Department of Conservation 2016); therefore, no impacts related to conflicts with Williamson Act contracts would occur. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the Final EIR and Phase 1B Addendum 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 Final EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. Existing specific plan zoning of the Phase 2 site is for residential, commercial, school, park, and open space (refer to b) above for specific zoning designations of the project site). As indicated in Table 2-1 and 2-2 (see Chapter 2 of this document), the specific plan designations within the Phase 2 area would include similar residential land use categories (i.e., Single-Family Residential [R-5,500 – 6,000 and R-6,000 –7,200] and Multi-Family) and would add new areas to be zoned for Open Space (PA 6b and 22a). As discussed in the 2020 GVSP Phase 1B project Addendum, land use changes and updates proposed within the Phase 1B area included relocation of the school site to PA 32a, located within the Phase 2 Project Area (see Figure 2-3b). Additionally, PA 13 was split into PAs 13a and 13b and the land use

designations were updated to commercial and multi-family residential, respectively, as part of the Phase 1B project. The proposed project would allow for development of the same type of land uses (e.g., residential and commercial) as those approved under the 1990 GVSP and GVSP Phase 1B Project Addendum. No lands zoned for forestry uses would be affected by the project. 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 Final EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. Therefore, the proposed project would not result in the loss or conversion of forest land and no impact would occur.

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 Final EIR acknowledged that implementation of the GVSP would create pressure to develop nearby agricultural land. The Final EIR included a mitigation measure intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. With the adoption of the GVSP in 1990, the land use categories in the GVSP area, including the project site, were changed from agricultural designations to non-agricultural designations. Therefore, changes to the development pattern and phasing of Phase 2 of the GVSP site would not result in conversion of additional agricultural land to non-agricultural use that has not already been addressed in the Final EIR. In addition, the City of Perris adopted its Comprehensive General Plan 2030 in April 2005, in which the Land Use Element removed agriculture land use designations from all but one small parcel in the northern area of the City. No properties within the vicinity of the GVSP site within the City of Perris or the City of Menifee are designated for agricultural uses. Overall, significant impacts on agricultural resources would still occur under the Phase 2 project but would be similar to those identified in the Final EIR. The same mitigation measures would apply to the Phase 2 project to address significant agricultural resources impacts. The proposed Phase 2 project would not involve the conversion of farmland that was not previously evaluated in the Final EIR and no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the certified GVSP Final EIR and would continue to remain applicable if the proposed Phase 2 project is approved.

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

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

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the Phase 2 project would not result in any new or substantially more severe significant impacts on agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	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	Yes, impact is less than significant.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Pages 4-97 to 4-102 of the GVSP FEIR	No	No	No, mitigation has been updated. Impact remains significant and unavoidable.
c) Expose sensitive receptors to substantial pollutant concentrations?	Not analyzed.	No	No	Yes, impact is less than significant.
d) Result in other emissions, such as odors, that adversely affect a substantial number of people?	Page 4-98 of the GVSP FEIR	No	No	Yes, impact is less than significant.

4.3.1 Discussion

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

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

The Court expressed the need to determine whether there was a connection between the significant project emissions and the human health impacts associated with such emissions. According to the Court, one pathway would

be to estimate the level of ozone that would be produced from the project, measure to what extent human health would be affected, and describe where daily exceedances of the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) would occur in an air basin. This detailed approach to modeling is founded on the assumption that such an exercise would produce estimates of meaningful accuracy.

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

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

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

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

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

Notably, during the litigation process in the Friant Ranch case, the San Joaquin Valley Air Pollution Control District (SJVAPCD) submitted an amicus curiae brief that provided scientific context and expert opinion regarding the feasibility of performing regional dispersion modeling for ozone. In the brief, the SJVAPCD states that "CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." The SJVAPCD reiterates that (SJVAPCD 2015):

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

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

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

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

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

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

In consideration of the regulatory changes that have occurred at the federal and state level, as well as new sources of criteria air pollutant and ozone precursor emissions associated with new stationary and land use development, mobile source emissions associated with statewide and regional population growth, the attainment status of Riverside County has changed since the certification of the GVSP Final EIR in 1990. Table 4.3-2 below summarizes the most recent attainment status of Riverside County. Notably, the western portion of Riverside County exists within the

boundaries of the SCAB and the eastern portion of Riverside County is located within the Salton Sea Air Basin. The attainment status provided within this table is reflective of the western portion of Riverside County within the SCAB, where the GVSP is located.

Table 4.3-1 National and California Ambient Air Quality Standards

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

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

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

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

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

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

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

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

Sources: EPA 2016, CARB 2016.

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

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

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

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

[3] 2015 Standard.

[4] 2010 Standard.

Sources: CARB 2020, EPA 2022a.

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

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

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

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The CEC estimates that the combination of required energy-efficiency features and mandatory solar panels in the 2019 California Energy Code will result in new residential buildings that use 53 percent less energy than those designed to meet the 2016 California Energy Code. The CEC also estimates that the 2019 California Energy Code will result in new commercial buildings that use 30 percent less energy than those designed to meet the 2016 standards, primarily through the transition to high-efficiency lighting (CEC 2018). Starting January 1, 2023, the 2022 California Energy Code will be in place resulting in additional energy efficiency requirements leading development towards decarbonization.

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

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

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

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

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

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

- generate construction emissions in exceedance of SCAQMD's daily mass emissions thresholds of 75 pounds per day (lb/day) of VOC, 100 lb/day of oxides of nitrogen (NO_X), 150 lb/day of PM_{10}, 55 lb/day of $PM_{2.5}$, 150 lb/day of sulfur oxides (SO_X), 550 lb/day of carbon monoxide (CO), and 3 lb/day of lead;
- generate operational emissions in exceedance of SCAQMD's daily mass emissions thresholds of 55 pounds per day (lb/day) of VOC, 55 lb/day of NO_X, 150 lb/day of PM_{10}, 55 lb/day of $PM_{2.5,}$ 150 lb/day of SO_X, 550 lb/day of CO, and 3 lb/day of lead;
- Result in construction emissions that exceed LST levels of 270 lb/day for NO_x, 1,577 lb/day for CO, 13 lb/day for PM_{10}, and 8 lb/day for $PM_{2.5}$, operational emissions that exceed LST levels of 270 lb/day for NO_x, 1,577 lb/day for CO, 4 lb/day for PM_{10}, and 2 lb/day for $PM_{2.5}$; or expose sensitive receptors to substantial levels of toxic air contaminants (TACs) so that the probability of contracting cancer for the Maximally Exposed Individual exceeds 10 in 1 million or an acute or chronic Hazard Index that equals or exceeds 1 for the Maximally Exposed Individual for non-carcinogens.
- creates an odor nuisance pursuant to SCAQMD Rule 402

Since the certification of the GVSP Final EIR in 1990, new methodologies pertaining to the quantification of criteria air pollutants have been developed. The California Emissions Estimator Program (CalEEMod) Version 2020.4.0 was published in 2021 and is recommended for use in quantifying criteria air pollutants and ozone precursors by the SCAQMD and other air districts in the state (CAPCOA 2021).

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

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

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

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

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

Consistency of new general development projects with this AQMP is also based on regional growth forecasts. The Phase 2 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 Phase 2 project would not conflict with or obstruct implementation of the current AQMP. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Construction Emissions

The GVSP Final EIR evaluated short-term construction emissions of criteria air pollutants (pages 4-97 through 4-98). Based on a 10-year buildout period, the GVSP Final EIR estimated that construction of the GVSP would generate

maximum emissions of reactive organic gases (ROG) (similar to VOC) of 114.7 lb/day, NO_X of 1,082.7 lb/day, CO of 293.7 lb/day, exhaust PM_{10} of 47.9 lb/day, and SO_X of 91.5 lb/day. At the time of certification of the GVSP Final EIR, the SCAQMD did not have any adopted thresholds for determining the significance of construction emissions and the GVSP Final EIR determined that although daily NO_X emissions would be substantial the mobile nature of the construction equipment would prevent any localized violation of a NO_X AAQS. Nevertheless, construction mitigation was recommended and determined to reduce impacts but not to a less-than-significant level. Construction-generated emissions were found to be significant and unavoidable.

Based on the updates to the regulatory and environmental settings summarized above, the proposed changes to the GVSP evaluated herein in this environmental checklist have been estimated. Short-term emissions from Phase 2 project construction were evaluated using CalEEMod based on engineering estimates for construction timing and equipment information. The construction schedule for the Phase 2 project would occur between 2025 and 2033 (7 years). Where project-specific information was unavailable, the default parameters within CalEEMod were used and these default values generally reflect the most conservative scenario, which means that actual project emissions are expected to be equal to or less than the estimated emissions.

Table 4.3-3 below summarizes the unmitigated maximum daily emissions associated with each year of construction. Detailed modeling assumptions can be found in Appendix E.

As shown in Table 4.3-3, the emissions from construction of the Phase 2 project would be below the SCAQMD's daily mass emissions thresholds with the exception of NO_X. While these levels of NO_X emissions could contribute to the formation of ground-level ozone within the SCAB and could cause adverse human health outcomes; this same impact was present when the GVSP was approved in 1990. Therefore, this would not be a new significant impact. In addition, because of the number of years that has passed since the GVSP has been approved, mitigation measures required in the previous analysis have become outdated due to advances in technology. As such, updated mitigation has been recommended to reduce construction-generated NO_X emissions. Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce NO_X emissions to below the SCAQMD's daily mass emissions thresholds and would, therefore, reduce this impact to a less-than-significant level.

Table 4.3-3 Unmitigated Maximum Daily Construction Emissions of Criteria Air Pollutants and Ozone Precursors

Year	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM10 (lb/day)	$PM_{2.5}$ (lb/day)
2025	3	15	28	0	5	2
2026	15	95	104	0	15	8
2027	60	126	154	0	21	10
2028	12	30	51	0	6	2
2029	26	112	125	0	16	9
2030	35	65	118	0	19	7
2031	21	28	63	0	11	3
2032	21	27	62	0	11	3
Maximum	60	126	154	0	21	10
SCAQMD Screening Criteria	75	100	550	150	150	55
Exceeds Screening Criteria?	No	Yes	No	No	No	No

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

Source: Calculations by Ascent Environmental in 2022.

Operational Emissions

The GVSP Final EIR evaluated long-term mobile source operational emissions of criteria air pollutants (pages 4-98 through 4-99). The GVSP Final EIR did not evaluate the combustion of natural gas, use of consumer products and landscaping equipment, and periodic application of architectural coatings as is currently recommended by the

SCAQMD. The GVSP Final EIR approximated that at full project buildout, the GVSP would generate over 100,000 daily vehicle trips; based on typical vehicle behavior in Riverside County at that time, this number was extrapolated to be about 640,000 vehicle miles traveled (VMT) per day. Based on the analysis performed in the GVSP Final EIR, mobile source emissions associated with the GVSP would contribute 7.33 tons per day (tpd) of CO, 0.61 tpd of ROG, and 0.94 tpd of NO_X. At the time the GVSP Final EIR was certified, the SCAQMD did not have adopted quantitative thresholds of significance and these levels of emissions were determined to be potentially significant.

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

Based on the updates to the regulatory and environmental settings summarized above, the proposed changes to the GVSP evaluated in this environmental checklist have been estimated. Unlike the analysis performed in the GVSP Final EIR, operational emissions encompass energy and area sources in addition to mobile source emissions. In order to provide a comparison of emissions levels of the GVSP Final EIR and Phase 2 Project Area, operational emissions were estimated for the Phase 2 project.

For the purpose of this analysis, the first complete year of operations would be 2033, after all construction phases were complete. Mobile source emissions refer to on-road motor vehicle emissions generated by project-related traffic and are based on the trip generation provided in the project-specific Traffic Impact Analysis (TIA) and VMT Analysis (included as Appendices M and N, respectively, to this addendum).

Area source emissions from the Phase 2 project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults were utilized with the exception of fireplaces, which were assumed to be natural gas per Rule 445. To be conservative, each dwelling unit was assumed to have a fireplace. The Phase 2 project's energy emissions reflect the efficiency requirements for 2019 Title 24 standards. In addition, as a project design feature, each dwelling unit is assumed to include energy star-rated appliances (dishwasher, clothes-washer, and refrigerator).

Table 4.3-4 below summarizes the unmitigated maximum daily emissions associated with the Phase 2 project and the same area in the approved GVSP. Detailed modeling assumptions can be found in Appendix E.

As shown in Table 4.3-4, the Phase 2 project would generate emissions of VOCs and NO_X in exceedance of the SCAQMD's mass emissions thresholds for operation. However, for all criteria air pollutants, when comparing emissions associated with the proposed project to emissions associated with the approved project, the net difference in emissions is a net reduction. In addition, when considering the SCAQMD's adopted LST levels of 270 lb/day for NO_x, 1,577 lb/day for CO, 4 lb/day for PM_{10}, and 2 lb/day for $PM_{2.5}$, impacts would be less than impacts determined before. Nonetheless, operational LST levels for PM2.5 would still be exceeded. Modeled levels of VOC and NO_X emissions could contribute to the formation of ground-level ozone within the SCAB and could cause adverse human health outcomes. This was identified as a significant impact in the GVSP Final EIR.

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

Sector	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Approved GVSP						
Area	159	29	503	1	63	63
Energy	1	14	8	0	1	1
Mobile	230	160	1,053	1	152	42
Total	**390**	**203**	**1,444**	**3**	**217**	**106**
Proposed Project						
Area	124	32	253	0	17	17
Energy	1	12	6	0	1	1
Mobile	56	71	600	1	190	52
Total	**181**	**739**	**739**	**2**	**208**	**69**
Net Difference						
Area	**-35**	**3**	**-250**	**-1**	**-46**	**-46**
Energy	0	-2	-2	0	0	0
Mobile	-174	-89	-453	0	38	10
Total	-209	-705	-705	-1	-9	-37
SCAQMD Local Significance Thresholds	55	55	550	150	150	55
Exceeds Thresholds?	Yes	Yes	Yes	No	Yes	Yes

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

Source: Calculations by Ascent Environmental in 2022.

The mitigation adopted with the GVSP Final EIR would continue to apply to the Phase 2 project; however, as described in the GVSP Final EIR, the mitigation would not reduce impacts to a less-than-significant level and would remain significant and unavoidable. Nonetheless, the Phase 2 project with mitigation comparatively under today's conditions would result in less total emissions than what was adopted in the GVSP Final EIR. Therefore, the Phase 2 project would not result in a new or substantially more severe significant impacts than those identified in the GVSP Final EIR and Phase 1B Addendum.

c) Expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

The GVSP Final EIR was prepared prior to the SCAQMD's adoption of LSTs in 2005. The LSTs were developed in consideration of the SCAQMD's environmental justice project for use by public agencies to determine whether a project would generate significant adverse localized air quality impacts. Consistent with LST methodology, construction-related emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from onsite sources and vendor/worker trips associated with the project were analyzed.

Table 4.3-5 summarizes the unmitigated LSTs results for daily construction emissions. Detailed modeling assumptions can be found in Appendix E.

As shown in Table 4.3-5, emissions from construction of each phase of the Phase 2 project would be below the LST established by the SCAQMD for NO_X, CO, PM_{10}, and $PM_{2.5}$. As such, there would not be a new significant impact compared to what could have been identified in the GVSP Final EIR. Therefore, this impact is less-than-significant.

Table 4.3-5 Unmitigated Local Significance Thresholds for Daily Construction Emissions

Year	NOX (lb/day)	CO (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
2025	15	28	0	5
2026	95	102	9	11
2027	95	101	9	11
2028	22	31	1	1
2029	81	74	9	6
2030	41	61	7	4
2031	15	31	0	0
2032	15	32	1	1
SCAQMD Local Significance Thresholds	**270**	**1,577**	**13**	**8**
Exceeds Thresholds?	No	No	No	No

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

Source: Calculations by Ascent Environmental in 2022.

The Phase 2 project would generate operational emissions from on-site natural gas combustion and landscaping activities. Table 4.3-6 summarizes the unmitigated LST results for daily on-site operational emissions. Detailed modeling assumptions can be found in Appendix E of this Addendum.

Table 4.3-6 Unmitigated Local Significance Thresholds for Daily Operational Emissions

Sector	VOC (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Area	124	32	17	17
Energy	1	12	1	1
Total	**125**	**44**	**18**	**18**
SCAQMD Local Significance Thresholds	270	1,577	4	2
Exceeds Thresholds?	No	No	Yes	Yes

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

Source: Calculations by Ascent Environmental in 2022.

As shown in Table 4.3-6, emissions from the operation of the Phase 2 project would be below the LSTs established by the SCAQMD for NO_X and CO, but above for PM_{10} and $PM_{2.5}$. Nevertheless, had the GVSP Final EIR evaluated this impact, as shown in Table 4.3-4, the Phase 2 project's operational emissions would be less than the land uses proposed in the GVSP Final EIR. Therefore, the impact would be less by comparison. As such, there would not be a new significant impact compared to what was identified in the GVSP Final EIR. Therefore, this impact is less than significant.

Roadway CO Hots Spots

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

The GVSP Final EIR used the California Line Source Dispersion model CALINE4 to assess peak hour traffic levels assuming levels of service (LOS) ranging from "C" to "F." The GVSP Final EIR found that under worst-case

circumstances, the maximum CO level achieved was 3.8 parts per million above background levels. The GVSP Final EIR found that this concentration was a less-than-significant impact.

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

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic (MTA, Exhibit 2-5 and 2-6). This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards.

Considering Phase 2 project-related traffic at full build-out and cumulative project traffic, the highest average daily trips would be 21,866 trips, which is substantially lower than the values studied by SCAQMD. Therefore, it can reasonably be concluded that Phase 2 project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Phase 2 project would yield higher CO concentrations if modeled in detail. Thus, the Phase 2 project would not result in CO hot spots and therefore would not result in any new significant impacts or substantially more severe significant impacts. Accordingly, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Toxic Air Contaminants (TAC)

The GVSP Final EIR did not evaluate potential TAC emissions associated with the GVSP; therefore, potential exposure of sensitive receptors to substantial TAC concentrations is qualitatively evaluated in this addendum. The Phase 2 project would not result in the long-term operation of any stationary sources of TACs, such as backup diesel generators, or regular and frequent visits by diesel-powered haul trucks. Project construction for Phase 2, however, would involve the use of diesel PM–emitting off-road construction equipment.

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

Particulate exhaust from diesel-fueled engines (i.e., diesel PM) was identified as a TAC by the CARB in 1998. The potential cancer risk from inhaling diesel PM outweighs the potential for all other diesel PM–related health impacts (i.e., noncancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003:K-1). Chronic and acute exposure to noncarcinogens is expressed as a hazard index, which is the ratio of expected exposure levels to an acceptable reference exposure level. As shown in Appendix E, daily exhaust emissions of PM_{10}, which is considered a surrogate for diesel PM, could reach up to 9 lb/day during construction during the most intense period of construction activity. In addition, Mitigation Measure AQ-1 (summarized below) would further reduce exhaust

emissions from onsite construction equipment. Mitigation Measure AQ-2 would also reduce exhaust emissions from construction-related activity.

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

In addition, studies indicate that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (e.g., 500 feet from a freeway, the concentration of diesel PM decreases by 70 percent) (Roorda-Knape et al. 1999; Zhu et al. 2002, cited in CARB 2005). The nearest offsite sensitive receptors, residential neighborhoods, are located immediately south and southwest of the Phase 2 Project Area.

Considering the highly dispersive properties of diesel PM, the relatively low mass of diesel PM emissions that would be generated at any single place during Phase 2 project construction, and the relatively short period during which diesel PM-emitting construction activity would take place, construction-related TACs would not expose sensitive receptors to an incremental increase in cancer risk that exceeds 10 in one million or a hazard index of 1.0 or greater Further, the Phase 2 project would not result in the long-term operation of any stationary sources of TACs, such as backup diesel generators or regular and frequent visits by diesel-powered haul trucks. As a result, this impact would be less than significant.

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

The GVSP Final EIR did not evaluate potential odor impacts associated with the GVSP; therefore, potential odor impacts are evaluated in this addendum. Minor odors from the use of heavy-duty diesel equipment, and the laying of asphalt during project related construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. While construction would occur intermittently over a phased 7-year buildout period, these types of odor-generating activities would not occur at any single location, or within proximity to offsite receptors, for an extended period of time. Given the temporary and intermittent nature of construction activities within specific locations in the Phase 2 Project Area (i.e., construction does not occur in any one part of the plan area during the 7-year buildout period) and that the prevailing wind direction is from the south which would likely keep odor emissions away from adjacent existing land uses, Phase 2 project construction is not anticipated to result in an odor-related impact.

Operation of the proposed Phase 2 land uses would not generate substantial objectionable odors. The proposed Phase 2 project would contain uses that are common in the surrounding urbanized area (e.g., other residences and commercial districts). No major odor sources (i.e., dairy, wastewater treatment plant, landfill, etc.) exist in the immediate vicinity of the Phase 2 Project Area. Therefore, the implementation of the Phase 2 project would not result in exposure of a substantial number of people to objectionable odors. This impact would be less than significant.

Mitigation Measures

The following mitigation measures were adopted with the certified GVSP Final EIR and would continue to be applicable if the proposed Phase 2 project is approved.

- **Fugitive Dust:** Implement fugitive dust control measures during construction as required by SCAQMD Rules 402 and 402 (see Mitigation Measures on pp. 4-100 and 4-101 of the GVSP Final EIR in [Appendix A] of this Addendum).

- **Mobile Sources:** Implement transportation control measures (see Mitigation Measures on pp. 4-100 and 4-101 of the GVSP Final EIR in [Appendix A] of this Addendum).

In addition to the mitigation measures in the Final EIR (listed above), the following mitigation measure shall be implemented:

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

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

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

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

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

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

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

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

Conclusion

Implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce construction NO_X and $PM_{2.5}$ emissions and other criteria air pollutants. Table 4.3-7 below summarizes the mitigated peak daily emissions associated with each phase and year of construction. Detailed modeling assumptions can be found in Appendix E of this addendum.

Table 4.3-7 Mitigated Maximum Daily Construction Emissions of Criteria Air Pollutants and Ozone Precursors

Year	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_2 (lb/day)	PM10 (lb/day)	$PM_{2.5}$ (lb/day)
2025	3	15	28	0	5	2
2026	25	38	95	5	7	3
2027	34	47	148	5	12	5
2028	10	9	53	0	5	2
2029	22	20	147	0	12	5
2030	31	25	151	0	18	5
2031	19	14	65	0	11	3
2032	19	14	65	0	11	3
Maximum	31	25	151	0	18	5
SCAQMD Screening Criteria	75	100	550	150	150	55
Exceeds Screening Criteria?	No	No	No	No	No	No

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

Source: Calculations by Ascent Environmental in 2022.

Based on these reductions in NO_X, construction emissions would be reduced to a less-than-significant level. However, operational emissions would continue to be significant and unavoidable, consistent with the conclusions of the GVSP Final EIR. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
4.	**Biological Resources. Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes, mitigation has been updated
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Environmental Setting pp. 4-20 to 4-27 Impacts pp. 4-27 to 4-29	No	No	Yes
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Environmental Setting p. 4-20 Impacts pp. 4-27 to 4-29	No	No	Yes
d)	Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Environmental Setting p. 4-20 Impacts pp. 4-28	No	No	Yes
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Environmental Setting p. 4-27 Impacts pp. 4-28 to 4-29	No	No	NA
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impacts p. 4-29	No	No	NA

4.4.1 Discussion

The City of Perris Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time the 1990 GVSP Final EIR was certified. The 2030 General Plan includes the land use and development assumptions of the GVSP as an

approved project and contains two policies in the Conservation Element (approved July 2005) for the protection of biological resources.

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

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which was implemented in 2003, was not in place at the time of the 1990 GVSP Final EIR. The MSHCP is divided into 16 separate Area Plans, which contain Criteria Areas that are divided into Criteria Cells that have designated "criteria." The criteria describe a set of standards for evaluating targeted lands and determining if they meet the criteria for acquisition and incorporation into the MSHCP Reserve within the Criteria Cell. The Phase 2 Project Area is located outside of, but directly adjacent to, Subunit 4 of the Mead Valley Area Plan of the MSHCP. An Area Plan Subunit is a segment of an Area Plan that has certain biological issues and considerations (Section 3.3, Volume 1; West Riverside County 2003). Although the Phase 2 Project Area does not contain any land that is in a MSHCP Criteria Cell, it is directly adjacent to Criteria Cell 3565 and approximately 0.2 mile south of Criteria Cell 3467. The criteria statement for Criteria Cell 3565 proposes conservation of approximately 20-30 percent of the area of the cell focused within the northwestern corner. The criteria statement further describes the focus on assembly of agricultural land along the San Jacinto River as contributing to habitat linkages between other proposed conservation areas (Western Riverside County 2003). The criteria statement for Criteria Cell 3467 proposes conservation of approximately 5 percent of the area of the cell focused within the northwestern corner. The criteria statement further describes the role of conservation of grassland and other habitat within the cell along the San Jacinto River as contributing to habitat linkages between other proposed conservation areas (Western Riverside County 2003). The Western Riverside County Regional Conservation Authority (RCA) was formed in 2004 to help achieve the goals of the MSHCP.

Glenn Lukos Associates, Inc. (GLA) performed background research on biological resources and conducted 16 biological surveys of the Phase 2 Project Area and portions of the larger GVSP area from March 9, 2018 to August 14, 2018. These surveys included a habitat assessment and survey for general biological resources, evaluation of potential waters of the United States and waters of the state, and focused surveys for special-status species. The surveys are documented in a Biological Technical Report, which is provided in Appendix F of this Addendum. The existing vegetation within the Phase 2 Project Area and the larger GVSP area consists primarily of agricultural and previously disturbed land; a condition not substantially different from what was described in the GVSP Final EIR. However, since certification of the Final EIR and completion of the 2018 biological surveys, PAs 13a and 13b were mass graded in February 2022 as part of the GVSP Phase 1B project.

Because the Biological Technical Report was completed in 2020 and the supporting protocol-level biological surveys for this report were conducted in 2018 (GLA 2020), a new species search was conducted to determine if any additional species should be analyzed. This was done through queries of the California Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California, and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) search (CNDDB 2022; CNPS 2022; USFWS 2022). The results of these searches are provided in Tables 4.4-1 and 4.4-2 below. Of the additional special-status plant species analyzed, none are expected to occur in the Phase 2 Project Area due to lack of habitat suitable for these species (see Table 4.4-1).

Table 4.4-1 Special-Status Plant Species Known to Occur in the Vicinity of the Project Area and Their Potential for Occurrence in the Project Area

Species	Listing Status[1] Federal	Listing Status[1] State	CRPR	MSHCP	Habitat	Potential for Occurrence[2]
Encinitas baccharis *Baccharis vanessae*	FT	SE	1B.1	–	On sandstone soils in steep, open, rocky areas with chaparral associates. 130–2,810 feet in elevation. Blooms August–November.	*Not expected to occur*. The Project Area does not contain chaparral habitat suitable for this species.
Vail Lake ceanothus *ophiochilus*	FT	SE	1B.1	Covered	Ultramafic. Chaparral. Gabbro seams on north-facing ridges on the eastern sides of mountains. 2,030–3,010 feet in elevation. Blooms February–March.	*Not expected to occur*. The Project Area is out of the known range and does not contain suitable habitat for this species.
White-bracted spineflower *Chorizanthe xanti* var. *leucotheca*	–	–	1B.2	Covered	Mojavean desert scrub, pinyon-juniper woodland, coastal scrub (alluvial fans). Sandy or gravelly places. 980–3,940 feet in elevation. Blooms April–June.	*Not expected to occur*. The Project Area does not contain desert scrub, coastal scrub, or pinyon-juniper woodland habitat suitable for this species.
Santa Monica dudleya *Dudleya cymosa* ssp. *ovatifolia*	FT	–	1B.1	–	Chaparral, coastal scrub. In canyons on volcanic or sedimentary substrates; primarily on north-facing slopes. 490–1,100 feet in elevation. Blooms March–June.	*Not expected to occur*. The Project Area does not contain chaparral or coastal scrub habitat suitable for this species.
Santa Ana River woollystar *Eriastrum densifolium* ssp. *sanctorum*	FE	SE	1B.1	Covered	Coastal scrub, chaparral. In sandy soils on river floodplains or terraced fluvial deposits. 590–2,300 feet in elevation. Blooms April–September.	*Not expected to occur*. The Project Area does not contain chaparral or coastal scrub habitat suitable for this species.
Brand's star phacelia *Phacelia stellaris*	–	–	1B.1	Covered	Coastal scrub, coastal dunes. Open areas. 3–1,320 feet in elevation. Blooms March–June.	*Not expected to occur*. The Project Area does not contain coastal scrub or coastal dune habitat suitable for this species.
Ocellated Humboldt lily *Lilium humboldtii* ssp. *ocellatum*	–	–	4.2	Covered	Yellow pine forest or openings, oak canyons. 90–5,910 feet in elevation. Blooms March–July. Geophyte.	*Not expected to occur*. The Project Area does not contain conifer, woodland, or shrub habitat potentially suitable for this species.

Notes: CRPR = California Rare Plant Rank; CEQA = California Environmental Quality Act; ESA = Endangered Species Act

[1] Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected by ESA)

FT Federally Listed as Threatened (legally protected by ESA)

State:

SE State Listed as Endangered (legally protected by CESA)

California Rare Plant Ranks (CRPR):

1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA).

4 Uncommon in California. Plants of limited distribution; a watch list.

CRPR Threat Ranks:

0.1 Seriously threatened in California (over 80% of occurrences threatened; high degree and immediacy of threat)

0.2 Moderately threatened in California (20-80% occurrences threatened; moderate degree and immediacy of threat)

[2] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present because of poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

Sources: CNDDB 2022; CNPS 2022; USFWS 2022

Of the additional special-status animal species analyzed, one wildlife species, mountain plover (*Charadrius montanus*), was found to have potential to occur in or in the vicinity of the Phase 2 Project Area, as shown in Table 4.4-2. If present, mountain plovers would be wintering in the Phase 2 Project Area.

Table 4.4-2 Special-Status Wildlife Species Known to Occur in the Vicinity of the Project Area and Their Potential for Occurrence in the Project Area

Species	Listing Status[1] Federal	Listing Status[1] State	MSHCP	Habitat	Potential for Occurrence[2]
Amphibians and Reptiles					
Arroyo toad *Anaxyrus californicus*	FE	SSC	Covered	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, and desert wash. Rivers with sandy banks, willow, cottonwood, and sycamore; loose, gravelly areas of streams in drier parts of range.	*Not expected to occur*. The Project Area does not contain desert wash, intermittent stream, river, or riparian habitat potentially suitable for this species.
California red-legged frog *Rana draytonii*	FT	SSC	Covered	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	*Not expected to occur*. The Project Area does not contain aquatic habitat potentially suitable for this species.
Coast Range newt *Taricha torosa*	–	SSC	Covered	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 0.6 mile (1 kilometer) to breed in ponds, reservoirs and slow-moving streams.	*Not expected to occur*. The Project Area does not contain aquatic habitat potentially suitable for this species.
Coastal whiptail *Aspidoscelis tigris stejnegeri*	–	SSC	–	Found in deserts and semiarid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.	*Not expected to occur*. Although they can be found in areas with sparse vegetation, this species is most commonly found in an around dense vegetation (CWHR 2006). The Project Area does not contain dense vegetation suitable for this species.
Southern California legless lizard *Anniella stebbinsi*	–	SSC	–	Broadleaved upland forest, chaparral, coastal dunes, coastal scrub. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally, in moist, loose soil. They prefer soils with a high moisture content.	*Not expected to occur*. The Project Area does not contain moist soil habitat potentially suitable for this species.
Birds					
Bell's sage sparrow *Artemisiospiza belli* (year-round)	–	–	Covered	Nests in chaparral dominated by fairly dense stands of chamise. Found in coastal sage scrub in south of range. Nest located on the ground beneath a shrub or in a shrub 6-18 inches above ground. Territories about 150 feet apart.	*Not expected to occur*. The Project Area and vicinity do not contain chaparral or coastal scrub habitat potentially suitable for this species.
Black skimmer *Rynchops niger*	–	SSC	–	Alkali playa, sand shore. Nests on gravel bars, low islets, and sandy beaches, in unvegetated sites. Nesting colonies usually less than 200 pairs.	*Not expected to occur*. The Project Area and vicinity do not contain gravel bar, beach, or low islet habitat potentially suitable for this species.

Species	Listing Status[1] Federal	Listing Status[1] State	MSHCP	Habitat	Potential for Occurrence[2]
Black swift *Cypseloides niger*	–	SSC	Covered	Breeds in small colonies on cliffs behind or adjacent to waterfalls in deep canyons and sea-bluffs above the surf; forages widely.	*Not expected to occur*. The Project Area and vicinity does not contain cliff or canyon habitat.
Black tern *Chlidonias niger*	–	SSC	–	Freshwater lakes, ponds, marshes and flooded ag fields. At coastal lagoons and estuaries during migration. Breeding range reduced.	*Not expected to occur*. Breeds primarily in Modoc Plateau region, with some breeding in Sacramento and San Joaquin valleys. The Project Area is out of range for this species and there is no aquatic habitat suitable for this species.
Cooper's hawk *Accipiter cooperii* (year-round)	–	–	Covered	Woodlands. Nest sites mainly in riparian growths of deciduous trees, as in canyon bottoms on river flood-plains; also, live oaks.	*Not expected to occur*. The Project Area and vicinity does not contain woodland habitat potentially suitable for this species.
Mountain plover *Charadrius montanus* (wintering)	–	SSC	Covered	Chenopod scrub, valley and foothill grassland. Short grasslands, freshly plowed fields, newly sprouting grain fields, and sometimes sod farms. Short vegetation, bare ground, and flat topography. Prefers grazed areas and areas with burrowing rodents.	*May occur*. The Project Area contains freshly plowed field, bare ground habitat with flat topography and rodent burrows (GLA 2020).
Olive-sided flycatcher *Contopus cooperi*	–	SSC	–	Lower montane coniferous forest, redwood, upper montane coniferous forest. Nesting habitats are mixed conifer, montane hardwood-conifer, Douglas-fir, redwood, red fir and lodgepole pine. Most numerous in montane conifer forests where tall trees overlook canyons, meadows, lakes or other open terrain.	*Not expected to occur*. The Project Area is out of range for this species, which is below 9,000 ft throughout California, exclusive of deserts, the Central Valley, and other lowland valleys and basins.
Southern California rufous-crowned sparrow *Aimophila ruficeps canescens* (year-round)	–	–	Covered	Resident in southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.	*Not expected to occur*. The Project Area and vicinity does not contain chaparral or sloped habitat potentially suitable for this species.
White-faced ibis *Plegadis chihi* (year-round)	–	–	Covered	Marsh and swamp, wetlands. Shallow fresh-water marsh. Dense tule thickets for nesting interspersed with areas of shallow water for foraging.	*Not expected to occur*. The Project Area and vicinity does not contain marsh habitat potentially suitable for this species.
Fish					
Arroyo chub *Gila orcuttii*	–	SSC	Covered	Aquatic, South coast flowing waters. Native to streams from Malibu Creek to San Luis Rey River basin. Introduced into streams in Santa Clara, Ventura, Santa Ynez, Mohave and San Diego river basins. Slow water stream sections with mud or sand bottoms. Feeds heavily on aquatic vegetation and associated invertebrates.	*Not expected to occur*. The Project Area does not contain aquatic habitat potentially suitable for this species.
Santa Ana sucker *Catostomus santaanae*	FT	–	Covered	Aquatic, South coast flowing waters. Endemic to Los Angeles Basin south coastal streams. Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	*Not expected to occur*. The Project Area does not contain aquatic habitat potentially suitable for this species.

Species	Listing Status[1] Federal	Listing Status[1] State	MSHCP	Habitat	Potential for Occurrence[2]
Invertebrates					
Crotch bumble bee *Bombus crotchii*	–	–	–	Open grassland and shrublands. Primarily nests underground, often in abandoned rodent nests. Nesting can also occur aboveground in tufts of grass, old bird nests, rock piles, or cavities in dead trees. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and *Eriogonum*.	*Not expected to occur*. In California, crotch bumble bee populations are currently largely restricted to the Central Valley and adjacent foothills (Williams et al. 2014, Xerces 2018). There are four documented occurrences of Crotch bumble bee within a 5-mile radius of the Project Area, three of which were recorded in 1946, 1973, and 1975, approximately 4.2, 1.0, and 2.7 miles from the Project Area, respectively (CNDDB 2022). The more recent documented occurrence was recorded in 2020 and was located 3.8 miles northwest of the Project Area at Motte Rimrock Reserve (CNDDB 2022). The Motte Rimrock Reserve contains Riversidean sage scrub, coastal-desert transitional grassland, and willow riparian thicket habitat. While the Project Area contains disturbed ruderal grassland habitat with some floral resources that could be utilized by bumble bees, this community is very disturbed and aerial photographs and the biological technical report from 2020 show the Project Area is mowed or leveled on a regular basis. Additionally, PAs 13a and 13b were graded in February 2022. The Project Area is also almost completely surrounded by residential development and mowed agricultural fields and has little connectivity with other natural grassland habitat. Viable bumble bee populations typically require approximately 750-2,500 acres of suitable habitat, which is much larger than the Project Area (Xerces 2018).
Delhi Sands flower-loving fly *Rhaphiomidas terminatus abdominalis*	FE	–	Covered	Interior dunes. Found only in areas of the Delhi Sands formation in southwestern San Bernardino and northwestern Riverside counties. Requires fine, sandy soils, often with wholly or partly	*Not expected to occur*. The Project Area does not contain Delhi Sands formation habitat. The

Species	Listing Status[1] Federal	Listing Status[1] State	MSHCP	Habitat	Potential for Occurrence[2]
				consolidated dunes and sparse vegetation. Oviposition req. shade.	Project Area is out of this species' range.
Monarch - California overwintering population *Danaus plexippus* pop. 1	FC	–	–	Closed-cone coniferous forest. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	*Not expected to occur*. The Project Area is out of the wintering range of this species, which extends along the coast from northern Mendocino to Baja California, Mexico.
Quino checkerspot butterfly *Euphydryas editha quino*	FE	–	Covered	Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties. Hills and mesas near the coast. Need high densities of food plants (e.g., *Plantago erecta*, *P. insularis*, *Orthocarpus purpurascens*).	*Not expected to occur*. The Project Area does not contain shrubland habitat potentially suitable for this species.
Santa Rosa Plateau fairy shrimp *Linderiella santarosae*	–	–	Covered	Vernal pool. Found only in the vernal pools on Santa Rosa Plateau in Riverside County. Southern basalt flow vernal pools.	*Not expected to occur*. The Project Area does not contain vernal pool habitat potentially suitable for this species.
Mammals					
Northwestern San Diego pocket mouse *Chaetodipus fallax fallax*	–	SSC	Covered	Coastal scrub, chaparral, grasslands, and sagebrush in western San Diego County. Sandy, herbaceous areas, usually in association with rocks or coarse gravel.	*Not expected to occur*. The Project Area does not contain shrubland or native grassland habitat suitable for this species.

Notes: CNDDB = California Natural Diversity Database; CEQA = California Environmental Quality Act, MSHCP = Multiple Species Habitat Conservation Plan (West Riverside County)

[1] Legal Status Definitions

Federal:

FE Federally Listed as Endangered (legally protected)

FT Federally Listed as Threatened (legally protected)

FC Federal Candidate for Listing

State:

SSC Species of Special Concern (no formal protection other than CEQA consideration)

[2] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present because of poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available; however, there are little to no other indicators that the species might be present.

Sources: CNDDB 2022; CNPS 2022; USFWS 2022.

The following discussion summarizes biological information from the Biological Technical Report (GLA 2020) and compares this information, as well as the additional special-status plant and wildlife species presented above, to the analysis presented in the GVSP Final EIR and GVSP Phase 1B Addendum (see Appendices A and P, respectively).

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

The GVSP Final EIR evaluated the impact of the GVSP on two special-status plant and five special-status animal species that have the potential to occur within the GVSP area (pages 4-27 to 4-29 of the GVSP Final EIR). The 2020 Biological Technical Report for the Phase 2 project (see Appendix F of this Addendum) identified 72 special-status

plants and 54 special-status wildlife species that occur within western Riverside County through queries of the CNDDB and CNPS Inventory of Rare and Endangered Plants of California (GLA 2020) for the Perris, Romoland, and 8 surrounding USGS 7.5' quadrangles, through review of the MSHCP, site reconnaissance surveys, and the biologist's knowledge of the species of Riverside County. The probability of these species occurring within the Phase 2 Project Area, as well as their common and scientific names are presented in Table 4-1 and Table 4-2 of Appendix F. None of the special-status plant species identified in Table 4-1 of Appendix F are anticipated to occur within the Phase 2 Project Area due to a lack of suitable habitat within the Project Area, or because the species were not detected during protocol-level surveys conducted in 2018. The following special-status wildlife species were detected on or adjacent to the Phase 2 Project Area during the 2018 surveys described above: American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, and San Diego black-tailed jackrabbit. In addition, golden eagle, northern harrier, and tricolored blackbird may use agricultural and/or disturbed lands within the Phase 2 Project Area and larger GVSP area for foraging, although, these species were not detected during the 2018 surveys. Trees adjacent to the Phase 2 Project Area to the west may also provide nesting habitat for raptors and roosting habitat for pocketed free-tailed bat and western mastiff bat, although, the likelihood of these bat species using the Phase 2 Project Area is low (Appendix F).

The Phase 2 Project Area is within a portion of the MSHCP identified as a narrow endemic plant species survey area (NEPSSA). Focused NEPSSA surveys of the Phase 2 Project Area and portions of the larger GVSP area were conducted in 2018 and no special-status plant species were detected. Therefore, no impacts to special-status plants would result from the project beyond those disclosed in the GVSP Final EIR.

The Phase 2 Project Area is also located within USFWS-designated Critical Habitat for spreading navarretia and San Jacinto Valley crownscale. However, due to a combination of factors including unsuitable soils, lack of mesic conditions, high density of nonnative vegetation, and a prolonged history of ground disturbance activities including agricultural operations, it was determined that the Phase 2 Project Area does not provide suitable habitat for these plant species because it lacks the physical or biological features necessary for their survival Protocol-level botanical surveys determined these species are absent (Appendix F). Therefore, there would be no impact on USFWS-designated Critical Habitat.

The GVSP Final EIR concluded that impacts on raptor foraging habitat would be significant and unavoidable due to the loss of a windrow of Eucalyptus trees along Murrieta Road. Based on a review of aerial imagery, the Eucalyptus trees discussed in the GVSP Final EIR were removed sometime after August 2018 and before December 2018 (Google 2022). With removal of the trees along Watson Road, the Project Area contains no suitable nesting habitat for common or special-status raptors, or potential roosts for special-status bats. However, there are eucalyptus trees along Watson Road 0.3 mile north of PAs 13a and 13b in the Phase 2 Project Area that may provide nesting habitat for raptors or roosting habitat for bats.

The 2020 Biological Technical Report indicated that the agricultural fields and disturbed habitat within the Phase 2 Project Area and greater GVSP area may provide suitable foraging habitat for common raptors and special-status birds that are covered species under the MSHCP. The Phase 2 project and proposed changes to land uses in the GVSP area would convert fewer acres of foraging habitat to development than was disclosed in the GVSP Final EIR because the limits of project disturbance have been modified to avoid the MSCHP criteria cell. In addition, participation in the MSHCP conservation strategy would reduce the impact on covered special-status bird species (i.e., American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, golden eagle, northern harrier, and tricolored blackbird) from the loss of foraging habitat to less than significant. Therefore, the proposed project would not result in any new significant impacts or substantially more severe impacts beyond those disclosed in the GVSP Final EIR and Phase 1B Addendum.

The GVSP area is within an area identified in the MSHCP as a burrowing owl survey area. In burrowing owl survey areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. If breeding burrowing owls are detected, the MSHCP requires that 90 percent of those portions of the property that provide long-term conservation value for the identified species be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP. During focused burrowing owl surveys of the Project

Area in 2018, abundant ground squirrel burrows were found in the northern portion of the Project Area that provide potential nesting habitat for burrowing owl. Also, a burrowing owl and active burrow were observed along the Watson Ditch adjacent to the Project Area. No evidence of breeding behavior at this burrow was observed; and, while the owl was observed foraging within portions of the Phase 2 Project Area there was no evidence that other burrows on or near the Project Area were used by burrowing owl (Appendix F). Although the surveys of the Project Area completed in 2018 did not find evidence of breeding, burrowing owls may have initiated breeding activities in the Phase 2 Project Area since the 2018 survey and the Phase 2 project may result in loss of eggs and young if burrowing owls are nesting on or near the Project Area (i.e., within 164 feet [50 meters]) during construction. The implementation of Mitigation Measure BIO-1 would avoid the loss of eggs and young by requiring pre-construction surveys for burrowing owl, and exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. The implementation of Mitigation Measure BIO-1 would, therefore, reduce this impact to a less than significant level.

Surveys conducted in 2018 detected least Bell's vireo adjacent to the Phase 2 Project Area along the western portion of the Watson Ditch, within basins further north of the ditch, and within the riparian habitat along the San Jacinto River (Appendix F). No habitat suitable for least Bell's vireo is present within the Phase 2 Project Area. However, project implementation could result in adverse effects on the species including disturbances to least Bell's vireos nesting outside of, but adjacent to, the Project Area. Least Bell's vireo is a covered species under the MSHCP. Through required participation in the MSHCP, the project would be required to implement measures such as focused pre-construction surveys, conservation of 90 percent of occupied habitat in the Project Area, and participation in the MSHCSP's conservation strategy to conserve at least 9,430 acres of suitable nesting and foraging habitat for least Bell's vireo within the MSHCP Conservation Area, through mitigation fee payment. Required participation in the MSHCP would reduce any impact to least Bell's vireo to less than significant. Therefore, the project would not result in new significant impacts or substantially more severe impacts on least Bell's vireo beyond those disclosed in the GVSP Final EIR and Phase 1B Addendum.

The 2020 biological technical report indicated that the agricultural fields and disturbed habitat within the Phase 2 Project Area and GVSP area are suitable for nesting by common birds; however, as noted in the report, the species that would use the area for nesting are locally abundant and the potential loss of nests as a result of the Phase 2 project would not result in a substantial effect on local populations. In addition, the area where nest disturbance may occur would be less than proposed in the GVSP Final EIR. Therefore, the impact to common nesting birds is considered less than significant.

San Diego black-tailed jackrabbit was observed in the Phase 2 Project Area in 2018 (Appendix F). The Phase 2 Project Area contains habitat suitable for this species that would be converted to development under Phase 2; however, the acreage of habitat converted would be less than proposed in the GVSP Final EIR because the limits of project disturbance have been modified to avoid the MSHCP criteria cell. In addition, San Diego black-tailed jackrabbit is a covered species under the MSHCP. Through required project participation in the MSHCP, the Phase 2 project would contribute, through mitigation fee payment, to the conservation of approximately 142,116 acres of suitable breeding and foraging habitat for San Diego black-tailed jackrabbit, including linkages, within the MSHCP Conservation Area. The conservation of suitable habitat through the MSHCP would reduce any impacts on the species to less than significant. Therefore, the project would not result in new significant impacts or substantially more severe impacts on San Diego black-tailed jackrabbit.

Mountain plover is a CDFW species of special concern, protected by the MSHCP, and has been added to the analysis since the biological technical report was completed in 2020. This species nests in high-elevation grasslands east of California but overwinters in California within chenopod scrub and valley and foothill grassland habitats, most frequently where vegetation is short (i.e., less than 3 inches) and cover is less than 65 percent (Hunting et al. 2001). Mountain plovers can be found in short grasslands, freshly plowed fields, newly sprouting grain fields, and sometimes sod farms, especially fallow, grazed, or burned sites (Hunting et al. 2001). In west Riverside County, mountain plovers have been recorded recently in diminishing numbers and are threatened by continued development (Hunting and Edson 2008). The GVSP Phase 2 Project Area contains overwintering habitat potentially suitable for this species within freshly plowed field, disturbed ruderal grassland and bare ground habitat with flat topography, and rodent burrows.

Project activities, including grading and vegetation removal, are not expected to result in direct impacts on mountain plover, and the loss of this habitat is not expected to result in a significant adverse effect on the species, because suitable grain field and plowed field habitat is abundant elsewhere in the region surrounding the GVSP Phase 2 Project Area and no mortality of mountain plovers or loss of reproduction would occur. Therefore, this impact would be less than significant.

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

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

The GVSP Final EIR (page 4-20) concluded that all historical native plant communities had been eliminated due to many years of agricultural cultivation. The 2020 Biological Technical Report (Appendix F) also concluded that the Phase 2 Project Area does not support any riparian/riverine habitat, vernal pools, or any other sensitive natural community. The Phase 2 Project Area is composed entirely of agricultural, ruderal, and disturbed land cover types. Additionally, PAs 13a and 13b were mass graded in February 2022. Thus, the development would not affect riparian habitat or any other sensitive natural community. The project would not result in any new significant impacts or substantially more severe significant impacts on riparian habitat or other sensitive natural communities; therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

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

The GVSP Final EIR (page 4-27) concluded that there would be a potentially significant impact on federally protected wetlands, because the GVSP would result in the loss of approximately one acre of wetland along Murrieta Road. A 2016 technical report (GLA 2016) concluded that the GVSP area no longer supports any federally protected wetlands, or vernal pools. The Phase 2 project would not change the open space proposed for both sides of the San Jacinto River from what was proposed in the 1990 GVSP Final EIR (Figure 2-3b). Rather, the Phase 2 project proposes additional open space in PA 6b, providing an additional buffer from development compared to the 1990 GVSP.

The western portion of the evacuation channel and Line A Channel are likely jurisdictional waters by the USACE, CDFW, and/or the Regional Water Board (Appendix F) that run through the GVSP area but were analyzed under separate approvals. Phase 1 of the construction of the Evacuation Channel located in the upland portion of PA 54 was recently completed and construction of Phase 2 of the Evacuation Channel is currently underway. As such, the construction of this channel, which will include improvements to the eastern unvegetated portion of Watson Ditch, is not analyzed here. Although these features are in the GVSP area, the Phase 2 project does not propose any development or other work in these channels. Therefore, the project would not result in any new significant impacts or substantially more severe significant impacts on state or federally protected waters. Accordingly, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The major feature of biological interest in the GVSP area is the San Jacinto River channel, which serves as a movement corridor for wildlife and is adjacent to the Phase 2 Project Area. The proposed Phase 2 project includes an open space area adjacent to the San Jacinto River channel, providing an additional buffer from development that would occur in PA 6a. Additionally, due to the disturbed nature of the GVSP Phase 2 Project Area and greater GVSP area, it is unlikely that the GVSP Phase 2 Project Area would support a significant wildlife nursery site. Therefore, the proposed project

would not result in new significant impacts or substantially more severe significant impacts. The findings of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

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

The GVSP Final EIR did not address any existing tree preservation policies or ordinances. The City of Perris Urban Forestry Establishment and Care Ordinance (City of Perris 2009) protects all trees, including those within the right-of-way of any city street. However, there are no trees within the Phase 2 Project Area and the Eucalyptus trees along Murrieta Road and north of Watson Road have been removed (Google 2022). Therefore, there is no potential for construction to adversely affect trees in or adjacent to the Phase 2 Project Area or conflict with the local ordinance protecting them. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Western Riverside County MSHCP was adopted in 2003, 13 years after the GVSP Final EIR was certified in 1990. The Phase 2 project will participate in the MSHCP. The Phase 2 Project Area is located directly adjacent to Subunit 4 of the Mead Valley Area Plan of the MSHCP. The GVSP area, including the GVSP Phase 2 Project Area, is located within the MSHCP burrowing owl survey area and the NEPSSA survey area as discussed in discussion item "a" above. The implementation of Mitigation Measure BIO-1 for burrowing owl requires pre-construction surveys for burrowing owl, and the exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. NEPSSA surveys of the Phase 2 Project Area and portions of the larger GVSP area were conducted in 2018 and no special-status plant species were detected (Appendix F) so no additional survey is required. It was determined during surveys for the biological technical report (Appendix F) that the GVSP Phase 2 Project Area does not contain any riparian/riverine areas or vernal pools pursuant to Section 6.1.2 of the MSHCP. The implementation of Mitigation Measure BIO-2 would require the implementation of all applicable requirements for survey, evaluation, and review required by the MSHCP including those that apply to projects on the urban/wildlands interface (e.g., restrictions on lighting, noise, invasive plants) (Section 6.1.4 in Western Riverside County 2003). With implementation of Mitigation Measure BIO-2, the project would not conflict with the MSHCP or the 2030 General Plan policies related to biological resources.

As discussed above, the 2030 General Plan includes policies for the protection of biological resources that apply to the Phase 2 project that were not in place at the time of the 1990 GVSP Final EIR. Mitigation Measure BIO-1 for burrowing owls will result in the project being in compliance with Section 6.3.2 of the MSHCP. The Phase 2 Project Area is not in any other Section 6.3.2 required survey area. Mitigation Measure BIO-2 will result in the project being in compliance with Section 6.1.4 of the MSHCP. As such, there are no elements of Phase 2 that would conflict with applicable policies of the 2030 General Plan or MSHCP and, therefore, no significant impact would occur. Further, to ensure that as development proceeds within Phase 2, Mitigation Measure BIO-2 is recommended to ensure compliance if future changes in Phase 2 are proposed. Therefore, this impact would remain less than significant.

Mitigation Measures

The following mitigation measures are updates to what was approved in the GVSP Final EIR (see Mitigation Measure 4.4.3 on pp. 4-28 and 4-29 of the GVSP Final EIR [Appendix A]).

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

A qualified biologist will perform a pre-construction burrowing owl survey no more than 30 days prior to the initiation of ground disturbance, and no less than 14 days prior as directed by the Burrowing Owl Survey Instructions for Western Riverside County (RCA 2006). A minimum of one survey visit will be conducted to document/confirm presence or absence of owls within the project footprint. Subsequent surveys may be necessary for areas where disturbance is to be conducted more than 30 days from the initial pre-construction surveys.

If burrowing owls are detected prior to ground disturbance, the nests shall be avoided or the owls shall be actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy the project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the California Department of Fish and Wildlife (CDFW). Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a Determination of Biological Equivalent or Superior Preservation (DBESP) will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

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

As the permittee under the MSHCP, the City of Perris shall ensure that the Phase 2 project participates in the MSHCP and implements all applicable requirements for survey, evaluation, and review required by the MSHCP. These requirements shall include those that apply to projects on the urban/wildlands interface (Section 6.1.4 in Western Riverside County 2003) to avoid indirect impacts on MSHCP Conservation Areas (e.g., restrictions on lighting, noise, invasive plants) that may be established within Criteria Cells 3467, 3565, and 3378, which are located directly adjacent to the west and north of the Phase 2 Project Area.

Conclusion

Biological surveys of the site have been conducted (Appendix F) since certification of the GVSP Final EIR that have detected additional special-status species in and adjacent to the Phase 2 Project Area. Although the occurrence of these additional special-status species is new information since the GVSP Final EIR was certified, as well as the additional special-status species since the 2020 biological technical report was completed, with required participation in the MSHCP and implementation of Mitigation Measures BIO-1 and BIO-2, the Phase 2 project would not result in any new significant or substantially more severe significant impacts on biological resources. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum 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 pursuant to §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) 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 adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, a new policy was adopted within the Conservation Element (approved July 2005) for the preservation of cultural resources as listed below.

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

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

ASSEMBLY BILL 52

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

However, in the case of the current project, the lead agency has prepared this addendum to the previously certified Final EIR, in accordance with Section 15164 of the State 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 Final EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

CULTURAL RESOURCE INVESTIGATION

A Cultural Resource Investigation was prepared for the GVSP Phase 2 project; the survey area for the report also covered additional GVSP areas (PaleoWest 2020; see Appendix G of this Addendum). In support of this report, a literature review and records search were conducted at the Eastern Information Center of the California Historical Resources Information System on July 31, 2018. The search revealed that one prehistoric isolated artifact, P-33-024206, was previously recorded within the survey area, however this isolate was not located during the current survey. This suggests that the resource may have been destroyed or displaced by the on-going agricultural activities within that portion of the survey area. One historic-period archaeological site, P-33-007705, was previously recorded within the Phase 2 Project Area. P-33-007705 was evaluated for California Register of Historical Resources eligibility and was not recommended as eligible under any of the significance criteria. Therefore, this site is not considered a significant historical resource under CEQA. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded in the GVSP Phase 2 Project Area. No historic-period built features or additional archaeological sites were discovered during the pedestrian survey.

Tribal outreach was also conducted in support of the cultural resource report. A search of the Native American Heritage Commission's (NAHC) sacred lands file for the proposed GVSP Phase 2 Project Area resulted in negative results. The NAHC also provided a list of 13 Native American tribal groups to be contacted to elicit information regarding cultural resources related to the GVSP Phase 2 project. PaleoWest sent outreach letters to the 13 recommended tribal groups on June 11, 2020. These letters were followed up by phone calls on June 25, 2020, and June 29, 2020. At the time the Cultural Resource Investigation was complete, three responses had been received:

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

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

In addition to tribal outreach in support of the Cultural Resource Investigation, the City conducted consultation under Senate Bill (SB) 18. SB 18 requires that, before the adoption or amendment of a city or county general plan, the city or county shall consult with California Native American tribes that are on the contact list maintained by the NAHC. SB 18 applies to the GVSP Phase 2 project because it involves a general plan amendment, which is the trigger for SB 18 compliance. Although SB 18 compliance is not a CEQA requirement, consultation is summarized here. On March 8, 2022, the City mailed SB 18 notification letters to 21 Native American tribal representatives. The Rincon Band of Luiseño Indians replied on April 13, 2022 and declined consultation. The Agua Caliente Band of Cahuilla Indians replied on April 18, 2022, stating that the tribe's records do not show any cultural resources with the project area, but they would like a description of ground disturbing activities. On May 15, 2022, the Morongo Band of Mission Indians requested consultation and shape files of the project area. The City has provided the cultural report and project information to the representatives. Consultation remains ongoing.

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

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

As described above, a records search and pedestrian survey were conducted for the GVSP Phase 2 Project Area. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded in the proposed GVSP Phase 2 Project Area and none were discovered during the pedestrian survey. The one previously recorded historic-period archaeological site, P-33-007705, within the Phase 2 Project Area was evaluated for California Register of Historical Resources eligibility and was not recommended as eligible under any of the significance criteria. Therefore, this site is not considered a significant historical resource under CEQA. Therefore, the GVSP Phase 2 Project Area does not contain any significant historical resources (PaleoWest 2020). While the GVSP Phase 2 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 determined that impacts would be less than significant with implementation of mitigation. However, the mitigation from the GVSP Final EIR is not applicable to the GVSP Phase 2 project because neither the records search nor the pedestrian survey identified historical resources (built features) within the GVSP Phase 2 Project Area. Overall, impacts to historic resources would be less than those under the GVSP Final EIR. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the GVSP Final EIR and Phase 1B Addendum 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 Final EIR concluded that there were no prehistoric or historic-period archaeological resources within the GVSP site. The GVSP EIR included mitigation that would protect any previously unknown archaeological resources that might be discovered during construction activities. The research conducted for PaleoWest's 2020 Cultural Resource Investigation revealed that one prehistoric isolated artifact, P-33-024206, was previously recorded within the survey area; however, this isolate was not located during the current survey. This suggests that the resource may have been destroyed or displaced by the on-going agricultural activities within that portion of the survey area. PaleoWest did not identify any archaeological features within the Phase 2 Project Area during the site survey. Additionally, the search of NAHC's sacred lands file was negative. The report also confirmed the low likelihood of archaeological resources within the GVSP site and that no further archaeological studies or monitoring is recommended. While the GVSP Phase 2 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 or Phase 1B Addendum. Overall, impacts on archaeological resources would be similar to those described in the GVSP Final EIR and Phase 1B Addendum, which determined that impacts would be less than significant with the implementation of mitigation. However, a revised mitigation measure that would require the project proponent/developer to retain an archaeological monitor and enter into an agreement with a Native American tribal representative (observer/monitor), as well as prescribe the actions that would be implemented in the event cultural resources were discovered during construction is recommended below to ensure the GVSP Phase 2 project would be consistent with existing City requirements to protect cultural resources. This mitigation measure is included below as Mitigation Measure ARCHAEO-1. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The GVSP Final EIR did not evaluate the potential for human remains to be discovered within the GVSP area. However, the GVSP site has been utilized for agricultural purposes for several decades and is not expected to contain any human

remains, including those interred outside of formal cemeteries. The cultural resource report prepared for the project also did not identify any known burials within the GVSP area. Therefore, the Phase 2 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 Phase 2 project would not change the amount or location of land that would be disturbed under the GVSP. Additionally, no new information regarding human remains has been identified requiring new analysis or verification since certification of the Final EIR. A revised mitigation measure, which incorporates minor changes to the existing City requirements, is recommended to ensure that any human remains that might be discovered at the project site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. This mitigation measure is included below as Mitigation Measure CUL-1. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

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

Mitigation Measure ARCHAEO-1

Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities within the GVSP Phase 2 Project Area for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site until the archaeologist has been approved by the City.

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

The project proponent/developer shall also enter into an agreement with either the Cahuilla Band of Indians, the Augustine Band of Cahuilla Mission Indians, the Rincon Band of Luiseño Indians, the Morongo Band of Mission Indians, or the Agua Caliente Band of Cahuilla Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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

If any Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

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

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

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

Mitigation Measure CUL-1

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

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

in disagreement regarding the disposition of the remains, State law will apply and the mediation 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.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Mitigation Measures ARCHAEO-1 and CUL-1 would replace Mitigation Measure 4.5.3 (adopted mitigation from the 1990 GVSP EIR) to account for current City practices related to cultural resource preservation. The conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid, and implementation of the GVSP Phase 2 project would not result in any new or substantially more severe significant impacts on cultural resources.

4.6 ENERGY

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

4.6.1 Discussion

Since certification of the GVSP Final EIR in 1990, Appendix G of the State CEQA Guidelines has been amended to address energy consumption and compliance with applicable renewable energy or energy efficiency plans. At the time the GVSP Final EIR was prepared and certified, energy efficiency related impacts were included as Appendix F to the State CEQA Guidelines. Because the GVSP Final EIR did not evaluate energy impacts, this addendum evaluates whether implementing the GVSP Phase 2 project would result in an environmental impact related to the inefficient, wasteful, or unnecessary consumption of energy and evaluates the GVSP Phase 2 project's consistency with applicable plans related to energy conservation or renewable energy. Applicable federal, state, and local policies related to energy demand and supply are summarized below.

ENVIRONMENTAL SETTING

The electricity utility provider for the GVSP Phase 2 Project Area is Southern California Edison (SCE) and the natural gas utility provider is Southern California Gas (SoCalGas). California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. In 2019, approximately 43 percent of natural gas consumed in the state was used to generate electricity. Large hydroelectric powered approximately 17 percent of electricity and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion totaled 33 percent (CEC 2020a). In 2020, SCE provided its customers with 31 percent eligible renewable energy (i.e., biomass combustion, geothermal, small scale hydroelectric, solar, and wind) and 3 percent and 15 percent from large scale hydroelectric and natural gas, respectively (CEC 2020b). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors. The proportion of SCE-delivered electricity generated from eligible renewable energy sources is anticipated to increase over the next three decades to comply with the SB 100 goals described below.

REGULATORY SETTING

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

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

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

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century. As discussed in greater detail in Section 4.3, "Air Quality," on December 21, 2021, NHTSA officially repealed the SAFE Rule, allowing for states, including California, to develop and adopt its own fuel economy standards and reinstated the previous federal CAFE standards.

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

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

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

- **Policy VIII.C:** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).
- **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
- **Policy X.B:** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.

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

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

The proposed GVSP Phase 2 project would increase energy use from existing conditions from both construction and operational activities, as detailed below.

Construction

Energy would be required to operate and maintain construction equipment and transport construction materials. The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the GVSP Phase 2 project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with commutes by construction workers and haul trucks trips.

Table 4.6-1 summarizes the levels of energy consumption associated with the construction of the GVSP Phase 2 project by year. Most of the construction-related energy consumption would be associated with off-road equipment and the transport of equipment and waste using on-road haul trucks for all four subphases of construction. An estimated 1,349,184 gallons of gasoline and 602,273 gallons of diesel fuel would be used during construction of the GVSP Phase 2 project (Appendix E).

Table 4.6-1 Construction Energy Consumption

Year	Diesel (Gallons)	Gasoline (Gallons)
2025	13,198	11,218
2026	91,118	238,948
2027	109,536	287,092
2028	57,944	123,613
2029	76,824	185,273
2030	111,184	251,898
2031	119,395	205,049
2032	23,074	46,093
Total	602,273	1,349,184

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Calculations by Ascent Environmental in 2022.

The energy needs for GVSP Phase 2 project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with project land uses (i.e., residential, commercial, parks, and school) in an urban setting. Automotive fuels would be consumed to transport people to and from the GVSP Phase 2 Project Area. Energy would be required for construction elements and transportation of construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the GVSP Phase 2 project would be nonrecoverable. There is no atypical construction-related energy demand associated with the proposed GVSP Phase 2 project. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

Operations

The GVSP Phase 2 project would increase electricity and natural gas consumption in the region relative to existing conditions. However, the buildings would, at a minimum, be built to the Title 24 Building Energy Efficiency Standards

that are in effect at the time of development. The current 2019 Title 24 Building Energy Efficiency Standards are 30 percent more efficient than 2016 Standards. Table 4.6-2 summarizes the levels of energy consumption associated with the operation of the GVSP Phase 2 project for the first full year (2033) of operations for the GVSP Phase 2 Project Area.

Table 4.6-2 Operational Energy Consumption during the First Year of Operation (2033)

Energy Type	Energy Consumption	Unit
Electricity	35,646	MWh/year
Natural Gas	633,260	therms/year
Gasoline	3,655,066	gal/year
Diesel	322,373	gal/year

Notes: Gal/year = gallons per year; MWh/year = megawatt-hours per year; therms/year = therms per year.

Source: Calculations by Ascent Environmental in 2022.

Although energy use was modeled to reflect the 2019 California Energy Code, new iterations of the Code would become increasingly more stringent with updates to the efficiency standards until the GVSP Phase 2 project's final buildout year. This would result in increased building energy efficiency over time as buildings continue to be developed within the plan area.

Fuel consumption associated with project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. Fuel consumption was estimated using the estimated annual vehicle miles traveled (VMT) (approximately 97,000,000) and estimated miles per gallon from the CARB mobile source emissions inventory EMFAC 2021 database (CARB 2021). State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. Additionally, the GVSP Phase 2 project provides a mix of land uses that would likely reduce VMT, aligning with the intent of the Southern California Association of Governments (SCAG) Connect SoCal 2024 - 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy to reduce regional VMT.

The GVSP Phase 2 project would also provide housing to the City of Perris to meet the needs identified in the City's 2021-2029 Housing Element. Therefore, while the GVSP Phase 2 project would introduce new operational energy demand, this energy consumption would not be wasteful, unnecessary, or inefficient as it would serve to meet housing demand for the City of Perris (City of Perris 2022). Therefore, because the GVSP Phase 2 project would include EnergyStar appliances, would meet current and future efficiency standards in the Energy Code, and would not be considered wasteful as it would help meet housing demand, this impact would be less than significant. The GVSP Phase 2 project does not include any substantial changes or any new circumstances that would result in new significant impacts or substantially more severe significant impacts pertaining to energy.

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

As noted above, new land uses developed as part of the GVSP Phase 2 project would comply with the 2019 California Energy Code, which are intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the GVSP Phase 2 project would comply with the current and future versions of the State's Title 24 California Building Code. The 2022 California Energy Code (and subsequent updates), which the GVSP Phase 2 project would be subject to, is designed to move the state closer to its zero-net energy goals. As also stated in above, SCE, as an electricity utility, is required to comply with the future benchmarks of the state's RPS (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the GVSP Phase 2 project will increasingly be provided by renewable sources.

As discussed in item a) above, although implementation of the GVSP Phase 2 project has the potential to result in the overall increase in consumption of energy resources during construction and operation of new buildings and facilities, implementation of the GVSP Phase 2 project would ensure various energy conservation and generation features would be incorporated into new development including the installation of renewable energy features and the installation of energy efficient appliances and features, which would align with the current and future Energy Code and Building Code. Due to the inclusion of energy efficiency and renewable energy measures as part of the GVSP Phase 2 project and compliance with state regulations related to energy efficiency and renewable energy, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The GVSP Phase 2 project would not result in any new circumstances involving new significant impacts or substantially more severe significant impacts pertaining to energy.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
7. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	Setting pp. 4-3 to 4-5 Impacts 4.2.2.2 and 4.2.2.3	No	No	Yes, mitigation has been updated
b) Result in substantial soil erosion or the loss of topsoil?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes, mitigation has been updated
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Setting pp. 4-1 to 4-3 Impact 4.2.2.1	No	No	Yes
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 4-30 to 4-31 Impact 4.5.2	No	No	Yes, mitigation has been updated

4.7.1 Discussion

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 in April 2005 (2030 General Plan) (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan

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

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

GEOLOGIC/GEOTECHNICAL ASSESSMENT

Petra Geosciences prepared a Geologic/Geotechnical Assessment for a portion of the GVSP area that includes the majority of the Phase 2 Project Area, with the exception of PAs 6a and 6b (Petra 2020). This report is provided in Appendix H-1 of this Addendum. With implementation of the proposed GVSP Phase 2 project, PA 6a would remain single-family residential (albeit at an increased density) and PA 6b would change from single-family residential to open space. To address the proposed land use changes in PA 6a and 6b, Petra Geosciences prepared an addendum letter to the 2020 Geologic/Geotechnical Assessment for these planning areas (Petra 2022). This document is provided as Appendix H-2 of this addendum.

Section 4.2, Earth Resources, of the Final EIR and the updated geotechnical report acknowledge that the GVSP site does not lie within any special state or county studies zone for active faulting (as defined by the Alquist-Priolo Earthquake Fault Zoning Act, 1972), but the GVSP site is located in a seismically active area of southern California and will likely be subject to strong seismically related ground shaking during the anticipated life span of the project. (Perris 1990: 4-6, Petra 2020:6, 9). However, implementation of Mitigation Measure 4.2.3.2 (Seismic Groundshaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and Mitigation Measure GEO-1 (provided below), would reduce the potential for damage due to a seismic event. Regarding seismic hazards, implementation of these measures would ensure that the GVSP Phase 2 project would be consistent with Policy V.A of the City's Land Use Element and Policy I.E. of the City's Safety Element.

PALEONTOLOGICAL ASSESSMENT

In 2018, PaleoWest prepared a Paleontological Resource Assessment for the GVSP area (PaleoWest 2018) (Appendix I of this Addendum). The assessment included a fossil locality (fossil site) records search from the Natural History Museum of Los Angeles County, literature and map review to identify previous fossil discoveries within the geologic units located in the GVSP, and determination of paleontological sensitivity.

The geology surrounding the proposed GVSP Phase 2 Project Area is characterized by Pleistocene sedimentary deposits and Quaternary alluvium overlying Mesozoic-age metasedimentary rocks intruded by Cenozoic igneous rocks. Therefore, the GVSP Phase 2 Project Area is located in an area of high sensitivity for paleontological resources. The Los Angeles County Museum determined that there are no previously recorded vertebrate fossil localities within the GVSP Phase 2 Project Area; however, the search indicated that sites exist near the proposed project. Paleontological resources have been recovered from sedimentary deposits within the older Quaternary alluvial deposits similar to those that may occur subsurface in the proposed Project area. Localities just south/southwest, further southwest, and northeast of the proposed Project area yielded fossil specimens from the late Pleistocene (126,000 to 120,000 years ago) sands including those of horse (*Equus*) and camel (*Camelops hesternus*).

The GVSP Phase 2 project would be consistent with Policy IV.A of the Conservation Element because implementation of updated Mitigation Measures PALEO-1 (below) would ensure compliance with state and federal regulations related to preservation of significant paleontological resources.

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

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

ii) Strong seismic ground shaking?

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

The GVSP Phase 2 project would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated in the Final EIR and Phase 1B Addendum. The Geologic/Geotechnical EIR-Level Assessment (Petra 2020) and accompanying addendum letter (Petra 2022) evaluated the potential for seismic hazards within the GVSP Phase 2 Project Area. The report confirmed that the GVSP Phase 2 Project Area does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone. Although the probability of primary surface rupture is considered very low, ground shaking hazards posed by earthquakes occurring along regional active faults do exist and should be considered in the design and construction of the proposed structures within the subject site. The proposed structures within the site would be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC). In addition, the proposed school would also be designed and constructed in accordance with the CBC, as well as Division of the State Architect (DSA) and California Department of Education (CDE) requirements and standards related to seismic hazards. No new information regarding earthquake faults has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Secondary effects of seismic activity that are typically considered as possible hazards to a particular site include several types of ground failure, as well as induced flooding. The general types of ground failure that can occur from severe ground shaking include land sliding, ground subsidence, ground lurching, shallow ground rupture, lateral spreading, liquefaction, and soil strength loss. The Petra Geologic/Geotechnical EIR-Level Assessment (2020) and accompanying addendum letter (Petra 2022) noted that of the seismically induced ground failure types listed above, liquefaction and liquefaction-related surface phenomena appear to be the primary concerns with respect to the GVSP site. These secondary seismic hazards could be exacerbated by development of the GVSP if not properly addressed during project design and construction.

Impact 4.2.2.3 of the Final EIR evaluated the potential for secondary seismic hazards, including liquefaction. Mitigation Measure 4.2.3.1 was included in the Final EIR, which required that additional geotechnical studies and field work be performed during project design to further evaluate near surface conditions and that continuous observation and testing under direction of a qualified geotechnical engineer be provided. Mitigation Measure 4.2.3.3 was also included in the Final EIR, which required regrading as recommended in the geotechnical report and

use of specific construction methods in areas prone to liquefaction. With implementation of these measures, secondary seismic hazard impacts were reduced to a less-than-significant level.

The Petra Geologic/Geotechnical EIR-Level Assessment (2020) and accompanying addendum letter (Petra 2022) provided recommendations to reduce the potential for liquefaction hazards including provisions for site grading and building foundation design in the comprehensive design-phase geotechnical report. These recommendations, which are described in Mitigation Measure GEO-1 below, are considered necessary as part of the implementation process for the referenced Final EIR mitigation measures and are carried forward to this project as Mitigation Measure GEO-1. This measure addresses the detrimental effects of potential bearing failure with recommendations for proper remedial grading combined with the use of a properly designed post-tensioned or strengthened conventional concrete foundation systems. Specific recommendations for site grading and building foundation design should be provided in the comprehensive design-phase geotechnical report.

The GVSP Phase 2 project would not substantially change the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance beyond what was evaluated under the Final EIR and Phase 1B Project Addendum. Similar to other development in the GVSP area, future development associated with the Phase 2 project would have the potential to exacerbate secondary seismic hazards. No new information regarding secondary seismic hazards has been identified requiring new analysis or verification. The new site recommendations contained in the Geotechnical Assessment (see Appendix H-1) are EIR-level engineering recommendations and are included in the project as Mitigation Measure GEO-1, and do not constitute "new information" for purposes of CEQA. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

iv) Landslides?

As discussed on page 4-2 of the Final 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 GVSP Phase 2 project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance evaluated in the Final EIR and Phase 1B Addendum. As such, the GVSP Phase 2 project would not exacerbate the potential for landslides. No new information regarding landslides has been identified requiring new analysis or verification since certification of the Final EIR and approval of the GVSP Phase 1B Project Addendum. 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 significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum 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 Final EIR discussed the potential for erosion within the project site and concluded that implementation of Mitigation Measure 4.2.3.1 would reduce the impact to a less-than-significant level by requiring additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map.

The Petra Geologic/Geotechnical EIR-Level Assessment (2020) and accompanying addendum letter (Petra 2022) noted that the potential impact of localized minor soil erosion will be mitigated to a less than significant level through the implementation of proper storm water Best Management Practices (BMPs) prior to commencement of earthwork operations within the site, as well as diligent maintenance of erosion control devices throughout the early phases of construction until such time as the permanent storm water conveyance system has been constructed and activated. These recommendations, which are described in Mitigation Measure GEO-1 below, are considered necessary as part of the implementation process for the referenced Final EIR mitigation measures and are carried forward to this project as Mitigation Measure GEO-1.

The GVSP Phase 2 project would result in the same types and intensity of construction activities as those evaluated in the Final EIR and Phase 1B Addendum and would comply with adopted mitigation from the EIR and current City stormwater and drainage requirements. Additionally, construction activities associated with the GVSP Phase 2 project would be subject to the State Water Resources Control Board's General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order No. 2009-0009-DWQ) because it would disturb one acre or more of soil. The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which would include BMPs for reducing soil erosion and transport from the project site during construction. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

As discussed above, Impact 4.2.2.1 of the Final EIR and the 2020 Petra Geologic/Geotechnical Assessment and accompanying addendum letter (Petra 2022) evaluated the suitability of the site soils for development of the GVSP. The mitigation in the Final EIR (Mitigation Measure 4.2.3.1) and recommendations from the Petra assessment would ensure that impacts related to unstable soils would be less-than-significant because the site would be adequately engineered. 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 evaluated in the Final EIR and Phase 1B Addendum. No changes in soil conditions at the site have occurred since certification of the Final EIR or approval of the Phase 1B Addendum; therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Final EIR noted that the GVSP site included a soil expansion potential that ranged from very low to very high. Mitigation Measure 4.2.3.1 requires the project applicant to prepare additional geotechnical studies, conduct observation and testing, use balanced fill if possible, and prepare detailed grading plans for each tentative map. The Final EIR concluded that this mitigation reduced the impact to a less-than-significant level. The Petra Assessment (2020) and accompanying addendum letter (Petra 2022) determined that, given the nature of near-surface soils encountered in the adjacent PAs 2, 16, 17, 27 and 28, it is likely the onsite soils materials will be classified as "expansive" as defined per Section 1803.5.3 of the 2019 California Building Code.

The Petra Assessment (2020) also included recommendations for reducing the risks associated with expansive soils, which have been carried forward in Mitigation Measure GEO-1 presented below. The GVSP Phase 2 project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance evaluated in the Final EIR and Phase 1B Addendum. No changes in soil conditions at the site have occurred since certification of the Final EIR or approval of the Phase 1B Addendum. As such, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

As described on page 4-123 of the GVSP Final EIR, the project would connect to existing wastewater utility infrastructure in the surrounding area. Thus, septic systems would not be required and there would be no impact. This condition has not changed since certification of the Final EIR or approval of the Phase 1B Addendum. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

While the GVSP Final EIR did not expressly discuss the potential for impacts on paleontological resources, the potential for paleontological resources to occur at the site could have been known and evaluated at the time of the Final EIR. Additionally, the Phase 1B Addendum, which programmatically analyzed the land use changes of the PAs 13a and 13b, included an analysis of paleontological resources. Therefore, evaluation of these impacts would not be considered significant new information. As described above, PaleoWest performed a paleontological resources assessment for the GVSP Phase 2 Project Area (see Appendix I of this Addendum). The report noted the potential for impacts to paleontological resources because much of the GVSP Phase 2 Project Area consists of older Quaternary alluvium, which is considered to have high paleontological sensitivity at depth (i.e., beyond the overlying younger surficial alluvium). PaleoWest recommended mitigation, consistent with existing City policies, for any excavation that would extend into the older Quaternary alluvium to ensure that impacts on paleontological resources, if discovered during construction, would be protected in accordance with established laws and policies. With implementation of this mitigation, impacts on paleontological resources would be less than significant (PaleoWest 2018:7-8). This mitigation measure, which incorporates minor changes to existing City requirements since certification of the Final EIR, is included below as Mitigation Measure PALEO-1.

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

Mitigation Measures

The following mitigation measures were adopted with the certified GVSP Final EIR and would continue to be applicable if the proposed GVSP Phase 2 project is approved.

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

In addition to the mitigation measures in the Final EIR (listed above), the following mitigation measure shall be implemented:

Mitigation Measure GEO-1:

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

The geologic/geotechnical assessment (Petra 2020) and accompanying addendum letter (Petra 2022) contains additional recommendations related to site development. Compliance with these recommendations is considered necessary as part of the implementation process for Mitigation Measures 4.2.3.1, 4.2.3.2, and 4.2.3.3. Therefore, the applicant shall adhere to all recommendations contained in the Petra Geologic/Geotechnical EIR-Level Assessment (2020) and accompanying addendum letter (Petra 2022) by Petra Geosciences dated August 27, 2020 and May 6, 2022, respectively (included as Appendices H-1 and H-2 of this Addendum), as specified below.

a) The proposed structures within the site shall be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC). In addition, the proposed school shall also be designed and constructed in accordance with the CBC, as well as Division of the State Architect (DSA) and California Department of Education (CDE) requirements and standards.

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

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

Mitigation Measure PALEO-1

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

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

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

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

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on geology and soils.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Discussion

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

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

ENVIRONMENTAL SETTING

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

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

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

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

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2019 was 418 million metric tons of CO_2 equivalent ($MMTCO_2e$) (CARB 2021). This is less than the 2020 target of 431 $MMTCO_2e$ (CARB 2021). Table 4.8-1 summarizes the statewide GHG inventory for California by percentage.

Table 4.8-1 Statewide GHG Emissions by Economic Sector

Sector	Percent
Transportation	40
Industrial	21
Electricity generation (in state)	9
Electricity generation (imports)	3
Agriculture	8
Residential	7
Commercial	4
High GWP	5
Waste	2

Source: CARB 2021.

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

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

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

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012–2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR et al. 2018). According to the California Natural Resource Agency's *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). According to the National Oceanic and Atmospheric Administration and the National Aeronautics and Space Administration, 2016, 2017, and 2018 were the hottest recorded years in history (NOAA 2019). In contrast, the northern Sierra Nevada experienced one of its wettest years on record during the 2016-2017 water year (CNRA 2018). The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires has increased. In November 2018, the Camp Fire destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history, and the largest fires in the state's history have occurred in the 2018–2020 period. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 inch of rain fell in 5 minutes in Santa Barbara, causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

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

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

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

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

REGULATORY SETTING

Federal

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

In October 2012, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration, on behalf of the U.S. Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy standards for light-duty vehicles for model years 2017 and beyond (77 Federal Register [FR] 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163 grams CO_2 per mile for the fleet of cars and light-duty trucks by model year

2025 (77 FR 62630). However, on April 2, 2018, the EPA administrator announced a final determination that the current standards are not appropriate and should be revised. It is not yet known what revisions will be adopted or when they will be implemented (EPA 2018).

Affordable Clean Energy Rule

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

Energy Independence and Security Act of 2007

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

State

Executive Order S-3-05

In 2005, Executive Order (EO) S-3-05 was signed into law and proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the State. Specifically, statewide emissions are to be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

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

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

Senate Bill 32 and Assembly Bill 197 of 2016

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

Executive Order B-30-15

On April 20, 2015, EO B-30-15 was signed into law and established a California GHG reduction target of 40 percent below 1990 levels by 2030. The governor's EO aligns California's GHG reduction targets with those of leading

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

Senate Bill 375 of 2008

In September 2008, Senate Bill (SB) 375 was signed into law and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's Regional Transportation Plan. The CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks for 2020 and 2035. SCAG serves as the MPO for Riverside County where the GVSP Phase 2 Project area is located. In 2020, SCAG adopted *Connect SoCal*, the areas Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG was tasked by the CARB to achieve an 8 percent per capita reduction compared to 2005 level emissions by 2020 and a 19 percent per capita reduction by 2035, which the CARB confirmed the region would achieve by implementing its SCS (CARB 2020).

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

Cap-and-Trade Program

In 2011, the CARB adopted the cap-and-trade regulations and created the cap-and-trade program. The program covers GHG emission sources that emit more than 25,000 $MTCO_2e$/year, such as refineries, power plants, and industrial facilities. The cap-and-trade program includes an enforceable statewide emissions cap that declines approximately 3 percent annually. The CARB distributes allowances, which are tradable permits, equal to the emissions allowed under the cap. Sources that reduce emissions more than their limits can auction carbon allowances to other covered entities through the cap-and-trade market. Sources subject to the cap are required to surrender allowances and offsets equal to their emissions at the end of each compliance period (CARB 2012). The cap-and-trade program took effect in early 2012 with the enforceable compliance obligation beginning January 1, 2013. The cap-and-trade program was initially slated to sunset in 2020, but the passage of SB 398 in 2017 extended the program through 2030.

Advanced Clean Cars Program

In January 2012, the CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles (ZEVs), into a single package of regulatory standards for vehicle model years 2017– 2025. The new regulations strengthen the GHG standards for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EV) to account for up to 15 percent of California's new vehicle sales by 2025 (CARB 2016). The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, GHG emissions from the statewide fleet of new cars and light-duty trucks will be reduced by 34 percent, and cars will emit 75 percent less smog-forming pollution than the statewide fleet in 2016 (CARB 2016).

California Renewables Portfolio Standard

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

Building Energy Efficiency Standards

Title 24, Part 6

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Code of Regulations Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Commission (CEC) updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy code will require builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The CEC estimates that the 2019 California Energy Code will result in new commercial buildings that use 30 percent less energy than those designed to meet the 2016 standards, primarily through the transition to high-efficacy lighting (CEC 2018). The 2022 California Energy Code has been adopted and became effective as of January 1, 2023.

Title 24, Part 11

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

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards;
- The voluntary standards require:
  - Tier I: stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste with third-party verification, 10 percent recycled content for building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof; EV capable parking spaces; and
  - Tier II: stricter energy efficiency requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste with third-party verification, 15 percent recycled content for building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar reflective roof; stricter EV capable parking spaces.

Low Carbon Fuel Standard

In January 2007, EO S-1-07 established a Low Carbon Fuel Standard (LCFS). The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 and for an LCFS for transportation fuels to be established for California. The LCFS applies to all refiners, blenders, producers,

or importers (providers) of transportation fuels in California, including fuels used by off-road construction equipment (Wade, pers. comm. 2017). The LCFS is measured on the total fuel cycle and may be met through market-based methods. For example, providers exceeding the performance required by an LCFS receive credits that may be applied to future obligations or traded to providers not meeting the LCFS.

In June 2007, the CARB adopted the LCFS as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, the CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher-intensity fuels.

After some disputes in the courts, the CARB readopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016.

Climate Change Scoping Plan

In December 2008, the CARB adopted its first version of its *Climate Change Scoping Plan*, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, the CARB released and subsequently adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, the CARB adopted the final version titled *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) in December (CARB 2017). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

Senate Bill 743 of 2013

SB 743 of 2013 required that the Governor's Office of Planning and Research (OPR) proposed changes to the State CEQA Guidelines to address transportation impacts in transit priority areas and other areas of the state. In response, Section 15064.3 was added to the State CEQA Guidelines in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of VMT. Agencies had until July 1, 2020, to implement these changes but could also choose to implement these changes immediately. In support of these changes, OPR published its *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which recommends that the transportation impact of a project be based on whether the project would generate a level of VMT per capita (or VMT per employee or some other metric) that is 15 percent lower than that of existing development in the region (OPR 2017:12–13), or that a different threshold is used based on substantial evidence. OPR's technical advisory explains that this criterion is consistent with PRC Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017:18). This metric is intended to replace the use of delay and level of service to measure transportation-related impacts. More detail about SB 743 is provided in the "Regulatory Setting" section of Section 3.9, "Transportation."

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

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 EV charging stations by 2025. It specifies that 10,000 of the EV charging stations should be direct current fast chargers. This EO also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a *Plug-in Charging Station Design Guidebook* and update the *2015 Hydrogen Station Permitting Guidebook* (Eckerle and Jones 2015) to aid in these efforts. All State entities are required to participate in updating the *2016 Zero-Emissions Vehicle Action Plan* (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV

infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the LCFS program, and to recommend how to ensure affordability and accessibility for all drivers.

Local

South Coast Air Quality Management District

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

In 2008, the SCAQMD's Governing Board adopted the staff proposal for Interim CEQA GHG Significance Thresholds for stationary source emissions from industrial projects where the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. As identified in the most recent proposal September 2010, the five tiers are: 1) the project is exempt from CEQA; 2) the project is consistent with an applicable GHG emissions reduction plan; 3) project GHG emissions are below screening thresholds of 10,000 $MTCO_2e$/year for industrial projects where the SCAQMD is the lead agency and 3,000 $MTCO_2e$/year for all residential or commercial projects; 4) the project achieves performance standards which may include a) achieving a 30 percent or greater reduction under business-as-usual methodology, b) the project includes early implementation of measures in the 2017 Scoping Plan, or c) the project achieves efficiency targets of 4.8 and 3.0 $MTCO_2e$/year per service population for target years 2020 and 2035, respectively; and 5) offsets are implemented for the life of the project, which is defined as 30 years. Although these thresholds have not been adopted by the SCAQMD, the City of Perris utilizes them to evaluate the GHG impacts associated with general development projects within its jurisdiction.

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

City of Perris Climate Action Plan

The City adopted a Climate Action Plan (CAP) in February 2016. The CAP provides a baseline inventory for 2010 of approximately 380,000 $MTCO_2e$, identifying transportation as the greatest contributing sector. The CAP recommends several local actions to achieve GHG reductions that target the energy, transportation, and solid waste sectors. Where applicable, these measures would apply to the GVSP Phase 2 project.

City of Perris

The Comprehensive General Plan 2030 (2030 General Plan) was not in place at the time of the 1990 GVSP Final EIR. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project, and the following policy from the Conservation Element (approved July 2005) related to climate change would apply to the GVSP.

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

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

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

In this environmental review, an analysis was conducted to evaluate the GVSP Phase 2 project's impacts in the context of the current regulatory environment for GHGs, and, more specifically, to evaluate whether the GVSP Phase 2 project would have substantially more severe significant impacts with respect to climate change than would have resulted from development approved for the same area in the GVSP. The GHG threshold used for the most recent projects in the City of Perris is 3,000 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/year) for non-industrial land use development projects. This threshold has been used in other recent CEQA documents prepared by the City, including the Stratford Ranch Residential East Initial Study/Mitigated Negative Declaration (City of Perris 2021). The recommended threshold of 3,000 $MTCO_2e$/year is applied in this analysis to determine if emissions of GHGs from the GVSP Phase 2 project and the same area in the previously approved GVSP would be significant.

To provide comparable GHG emission levels for each scenario, construction- and operation-generated GHG emissions were estimated for the GVSP Phase 2 project and for development of the same area under the approved GVSP. The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 computer program (was used to estimate the level of CO_2e that would be generated by construction activity and operational activity.

In accordance with SCAQMD guidance and previous CEQA analyses prepared by the City of Perris, construction emissions were amortized over 30 years, which is the estimated operational life of the GVSP Phase 2 project, combined with long-term operational emissions, and compared to the mass emission threshold of 3,000 $MTCO_2e$/year. The project-related GHG emissions were estimated for the year of 2033, which is 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 vehicle fleet turnover and additional GHG-reducing regulations are implemented at the state level.

To assess the significance of the GVSP Phase 2 project, the City will evaluate the project's emissions against the 3,000 $MTCO_2e$/year threshold for non-industrial land use projects. Based on the tiered approach detailed above and based on guidance provided by SCAQMD, the GVSP Phase 2 project would result in a potentially significant climate change impact if it would (SCAQMD 2008):

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

The types of emissions-generating construction activity would generally be the same under the GVSP Phase 2 project as those that would occur in the same area of the adopted GVSP, due to the total land area on which construction would occur and the intensity and pace of project-related construction activity.

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

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

Because the GVSP Phase 2 project's first year of full buildout was assumed to be 2033, an efficiency metric for 2033 was derived in light of the state's trajectory to meeting statewide GHG reduction targets established by SB 32 (i.e., a 40 percent reduction from 1990 GHG levels by 2030) and directed by Executive Order S-3-05 (i.e., an 80 percent reduction from 1990 GHG levels by 2050), then adjusted based on the land use types/economic sectors supported by the GVSP Phase 2 project. Although no legislative mandate exists for a GHG reduction target specifically for 2033, a

GHG reduction goal of 40 percent from 1990 GHG levels can be linearly extrapolated. An efficiency metric may be used to represent a project's consistency with the state's long-term reduction targets and thus evaluate a project's cumulative contribution to global climate change.

A statewide efficiency metric for 2033 was calculated by dividing statewide GHG emissions by the sum of statewide residents; however, not all statewide emission sources are present in the GVSP Phase 2 Project Area. Accordingly, the statewide inventory was adjusted to exclude emissions sources not applicable to the GVSP Phase 2 project (i.e., the agricultural and industrial sectors). Following the removal of these sectors, total GHG emissions in 1990 totaled 318 $MMTCO_2e$. Assuming the state will continue to meet its long-term climate change goals by 2050, a linear percent reduction from 1990 levels was applied resulting in a 2033 GHG inventory of approximately 172 $MMTCO_2e$. Statewide population and employment was 42,403,084 and 20,462,827, respectively. Therefore, an efficiency metric of 2.7 was estimated for the GVSP Phase 2 project (172 $MMTCO_2e$ / 42,403,084 residences + 20,462,827 employees = 2.7 $MTCO_2e$/service population/year). See Appendix E for detailed modeling assumptions and calculations.

Consistent with the tiered approach detailed above based on guidance provided by the SCAQMD, the GVSP Phase 2 project would result in a potentially significant climate change impact if it would (SCAQMD 2008):

- generate construction- and operational-related GHG emissions in exceedance of a 2.7 $MTCO_2e$/service population/year in 2033.

Table 4.8-2 Greenhouse Gas Emissions Comparison Summary (2033)

Sector	Approved GVSP	Proposed Project	Net Difference
	Greenhouse Gas Emissions ($MTCO_2e$/year)		
Amortized Construction	433	391	-42
Area	455	420	-35
Energy	6,400	4,202	-2,198
Mobile	17,437	24,206	6,769
Solid Waste	3,274	1,820	-1,454
Water	620	505	-115
Total	**28,621**	**31,543**	**2,922**
Population	5,067	7,534	2,467
Employees[1]	113	191	78
2033 Efficiency Metric[2]	**5.3**	**4.08**	**-1.1**
Efficiency Metric Threshold	2.7	2.7	N/A
Exceeds Metric?	Yes	Yes	N/A

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

[1] Employment estimates for Phase 2 were provided by Translutions (2022) VMT Analysis. Employment for the Approved GVSP project area was scaled based on Phase 2 employment estimates and commercial acreage.

[2] The 2033 efficiency metric is expressed in metric tons of carbon dioxide equivalent per capita per year. This metric was derived using the 1990 statewide greenhouse gas inventory to reflect applicable land uses.

Source: Calculations by Ascent Environmental in 2022.

Table 4.8-2 shows the GHG efficiency of the GVSP Phase 2 project and the approved GVSP, expressed in $MTCO_2e$ 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 2033 GHG efficiency target of 2.7 $MTCO_2e$/SP, which is an extrapolated metric for 2033 based on the statewide goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 (SB 32) and 80 percent below 1990 levels by 2050 (EO S-3-05). The GHG efficiency of both the GVSP Phase 2 project and the GVSP scenario would exceed the 2.7 $MTCO_2e$/SP/year efficiency target. However, the GVSP Phase 2 project would be more efficient (by approximately 1 $MTCO_2e$/SP/year) than the approved GVSP scenario.

Although the GVSP Phase 2 project would result in more GHG emissions than the level of development on the same area in the adopted GVSP, the GVSP Phase 2 project provides less emissions per service population, and thus, would not result in a contribution of GHG emissions that is greater than the contribution associated with the same area evaluated and certified in the GVSP Final EIR. For this reason, it is not anticipated that the GVSP Phase 2 project would result in any new circumstances involving new significant impacts or substantially more severe significant impacts pertaining to GHG emissions than those that would occur if the GVSP land uses were developed within the GVSP Phase 2 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). Therefore, implementation of Mitigation Measure GHG-1 is required to reduce the level of GHG emissions associated with the GVSP Phase 2 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 GVSP Phase 2 project would result in less emissions per service population than would have occurred with implementation of the approved GVSP for the GVSP Phase 2 Project Area, and because appellate case law considers climate change not to be "new information" that could not have been known at the time the original Final EIR was certified, the GVSP Phase 2 project would not result in a new or substantially more severe significant impact.

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

The project would also be subject to the applicable GHG reduction measures of the city's CAP. The following measures would be applicable to the GVSP Phase 2 project:

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

These measures would further reduce GHG emissions from the GVSP Phase 2 project as compared to the 1990 adopted land uses.

As discussed in item a), above, the amount of GHG emissions per service population for the GVSP Phase 2 project is more efficient than the same project area of the adopted GVSP. However, the GHG emissions would exceed the SMAQMD recommended mass emission threshold of 3,000 MT CO_2e/year, and efficiency target of 2.7 $MTCO_2$e/SP/year under both scenarios. GHG emissions under the GVSP Phase 2 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 2017 Scoping Plan. However, because the overall emissions efficiency is lower under the GVSP Phase 2 project than the development of the same area under the approved GVSP, the GVSP Phase 2 project would not result in any new circumstances involving new significant impacts or substantially more severe significant impacts pertaining to GHG emissions.

Mitigation Measures

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

The following mitigation measures shall be implemented if the GVSP Phase 2 project is approved.

Mitigation Measure GHG-1

Construction:

- Prior to the start of any construction activities, the project developer(s) shall require its construction contractors to use renewable diesel (RD) fuel for all diesel-powered construction equipment. Any RD product that is considered for use by the construction contractors shall comply with California's Low Carbon Fuel Standards and be certified by the CARB Executive Officer. RD fuel must also meet the following criteria:
  - be hydrogenation-derived (reaction with hydrogen at high temperatures) from 100 percent biomass material (i.e., nonpetroleum sources), such as animal fats and vegetables,
  - contain no fatty acids or functionalized fatty acid esters, and
  - have a chemical structure that is identical to petroleum-based diesel which ensures RD will be compatible with all existing diesel engines; it must comply with American Society for Testing and Materials (ASTM) D975 requirements for diesel fuels.

Transportation:

- All single- and multi-family homes shall include electric vehicle supply equipment (EVSE) to meet the Tier 2 requirements of the most recent CalGreen Code effective at the time of construction. EVSE spaces include a Level 2 208/240-Volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices. This connection should be separate from the connection provided to power an electric clothes dryer.
- Implement pedestrian network features 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.
- All new loading docks shall be equipped to provide electric power from the grid, including connections for Transportation Refrigeration Units. Signage shall be posted adjacent to loading docks prohibiting engine idling for more than five minutes.
- Dedicate preferential parking spaces to vehicles with more than one occupant and Zero Emission Vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or five percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces shall be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces shall be clearly marked with signs and pavement markings. This measure shall not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
- Businesses shall include amenities for employees who commute by bicycle including a shower and changing room, as well as a secure bicycle parking area. The bicycle parking area shall be under a roof and in a locked area that is only accessible by employees. Bicycle parking facilities should be designed in a manner which provides adequate space for all bicycle types, including e-bikes, tandems, recumbent bikes, and cargo bikes, as well as bike trailers.

Energy:

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

- Electrify or use alternative fuels for as many appliances as feasible, such as those traditionally using natural gas (e.g., space heating, cooking, water heating). Increase the rating of on-site solar panels to match any additional demand on electricity from the conversion of appliances to electric. Encourage tenants to use electric or alternatively-powered appliances over natural gas- or propane-powered appliances through building design and incentives. Design buildings to allow for the use of electric appliances over natural-gas or propane-powered ones. Other incentives can include the reduction of utility fees to tenants through electrification of appliances due to on-site availability of solar generated electricity. Electric alternatives to appliances include electric heat-pump or on-demand water heaters, solar water heaters, induction cooktops.
- Use cool pavements on all paved surface areas, to the extent feasible, to lower air temperatures outside buildings and reduce cooling energy demands on on-site buildings.
- For buildings or portions of buildings without rooftop solar, design new building rooftops to include Cool Roofs in accordance with the requirements set forth in Tier 2 of the 2022 California Green Building Energy Codes (CALGreen), Sections A4.106.5 and A5.106.11.2, or the most recent version of CALGreen effective at the time of construction.

Water Conservation:

- Reduce indoor potable water demand in accordance with the requirements set forth in Tier 2 of the most recent California Green Building Energy Codes (CALGreen), at the time of construction.
- 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 systems 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.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

4.9.1 Discussion

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 in April 2005 (2030 General Plan) (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies were adopted in the Safety Element (approved August 2016) for the protection of the public and environment as listed below.

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

The GVSP area is within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the Final EIR and Phase 1B Addendum. The GVSP Phase 2 Project Area is located within Compatibility Zones B1, C, D, and E as designated in the ALUCP for Perris Valley Airport. Mitigation identified in the Final EIR requiring avigation easements and limitations on structures and activities in various Compatibility Zones would still apply (Mitigation Measure 4.6.3.1: Onsite and Surrounding Land Use – Perris Valley Airport [see p. 5-12 of the MMRP in Appendix C of this Addendum]]. Furthermore, land uses proposed within the GVSP Phase 2 Project Area would continue to be compatible with the applicable Compatibility Zone; therefore, the project would be consistent with Policy I.D. of the Safety Element.

A majority of the GVSP area is also within the adopted Airport Influence Area for March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the 2014 Airport Land Use Compatibility Plan (ALUCP) for MARB/IPA. With the exception of PAs 13a and 13b, the GVSP Phase 2 Project Area is located within Compatibility Zone E of the Airport Influence Area for MARB/IPA, as designated in the ALUCP for this airport.

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 Final EIR evaluated potential impacts related to hazardous waste in Impact 4.2.2.5 and impacts related to toxic substances in Impact 4.13.2. Impact 4.2.2.5 noted that the underground fuel tanks and prior use of the site for agricultural and commercial nursery uses could result in localized site contamination. Mitigation Measure 4.2.3.5 requires sampling and testing of the 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 quantities of hazardous materials, but that some land uses could use or produce small amounts of hazardous substances. Mitigation Measure 4.13.3 requires industrial uses to provide the fire department with a list of all hazardous materials used on the site, prohibits discharge of toxic wastes, and requires preparation of a hazardous materials plan for any commercial or industrial uses. The Final EIR concluded that mitigation would reduce impacts related to toxic substances to a less-than-significant level.

The requirements of these measures would apply to the GVSP Phase 2 project. A search of the State Water Resources Control Board's (SWRCB) GeoTracker and California Department of Toxic Substances Control's EnviroStor websites did not identify any listed hazardous waste sites within the GVSP Phase 2 Project Area. Although the SWRCB's GeoTracker website identifies a leaking underground storage tank (LUST) cleanup site north of PAs 13a and 13b across Fieldstone Drive, the cleanup has been completed and the case closed on November 8, 1993 (SWRCB 2022). As such, the LUST site would not pose a hazard to the GVSP Phase 2 project.

The GVSP Phase 2 project would not change the land development pattern or types of built structures in the GVSP area and would result in substantially the same footprint of ground disturbance evaluated in the Final EIR. Additionally, there would not be any new or additional uses that were not already analyzed in the Final EIR and Phase

1B Addendum. As a result, there would not be any new or additional risks related to hazardous materials that were not already anticipated under the Final EIR and Phase 1B Addendum. The GVSP Phase 2 project would not change the overall pattern of development or the types of hazardous materials that would be used, handled, or transported to the site. Furthermore, no changes to the conditions of the site or the presence of hazardous materials have occurred since approval of the GVSP or Phase 1B Addendum. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant hazard and hazardous materials impacts would be required for the GVSP Phase 2 project. Therefore, the findings of the Final EIR and Phase 1B Addendum 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. The GVSP Phase 2 project includes a proposed school in PA 32, which is located in the southeastern portion of the Phase 2 Project Area. The proposed land uses within the GVSP Phase 2 Project Area located near the school site would include a park and single- and multi-family residential uses. As noted in the Impact 4.13.2 of the Final EIR, the project would not handle, store, utilize, or dispose of substantial quantities of hazardous materials or waste. As such, no new significant impacts or substantially more severe significant impacts would occur with implementation of the GVSP Phase 2 project. Therefore, the findings of the Final EIR and Phase 1B Addendum 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 Final EIR did not consider whether the GVSP project site was included on a list of hazardous materials sites. According to the SWRCB's GeoTracker and California DTSC's EnviroStor database mapping, there are no listed sites within the GVSP area, including the GVSP Phase 2 project boundaries (SWRCB 2022; DTSC 2022). Because the GVSP Phase 2 Project Area 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 significant impacts would occur.

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

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

Since 2010, the airport has been designated as a privately-owned, public-use airport (Riverside County ALUC 2011:Ch3). Regardless of the private ownership of the airport, the GVSP boundaries are within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 ALUCP for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the Final EIR. The GVSP Phase 2 Project Area is located within Compatibility Zones B1, C, D, and E as designated in the ALUCP for Perris Valley Airport. The proposed changes to the phasing of the GVSP for the GVSP Phase 2 project would not result in any changes to the types of land uses or the development of areas not previously identified for development in the Final EIR and Phase 1B Addendum. Furthermore, land uses proposed as part of the GVSP Phase 2 project would continue to be compatible with the applicable airport compatibility zones of the 2011 ALUCP for Perris Valley Airport. In May 2022, the California Department of Transportation (Caltrans), Division of Aeronautics, analyzed the proposed GVSP school site and concluded that the

school site is on the non-traffic pattern side of the airport's runway and that the school's location did not reveal any condition that would create an undue hazard (Caltrans 2022; see Appendix O of this Addendum).

A majority of the GVSP area is also within the adopted Airport Influence Area for MARB/IPA and is subject to the 2014 MARB/IPA ALUCP. MARB/IPA is located approximately 7 miles north of the GVSP Phase 2 Project Area. Except for PAs 13a and 13b, the remainder of the GVSP Phase 2 Project Area is located within Zone E of the MARB/IPA ALUCP (Riverside County ALUC 2014: Map MA-1). Land uses within Zone E are considered to have a low level of risk related to safety and airspace protection because it is located within outer or occasionally used portions of flight corridors (Riverside County ALUC 2014: 3). Prohibited uses within Zone E include physical hazards to flight (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and development that may cause the attraction of birds (i.e., farming activities). Land uses within Zone E do not have any residential density or intensity limits or restrictions and the project would have a maximum height of 50 feet and would not include any bird attractants. Lastly, the proposed project would allow for development of the same type of land uses (e.g., residential and commercial) as those approved under the 1990 GVSP and would be consistent with the approved land uses for the Project Area from the GVSP Phase 1B Project Addendum. Thus, development associated with the GVSP Phase 2 project would not result in adverse airport hazard impacts. Furthermore, on August 11, 2022, the Riverside County ALUC determined that the proposed GVSP Phase 2 project is consistent with both the 2011 ALUCP for Perris Valley Airport and 2014 MARB/IPA ALUCP.

Thus, the GVSP Phase 2 project would not result in any new significant impacts or substantially more severe significant impacts previously identified in the GVSP Final EIR and Phase 1B Addendum, and the same mitigation measures for significant airport hazard impacts would be required for the GVSP Phase 2 project. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Final EIR did not evaluate the potential for impacts related to adopted emergency response or evacuation plans. However, the Final EIR did evaluate the ability of fire and emergency personnel to respond to incidents at the GVSP site in accordance with adopted response time standards. Because the GVSP site is largely former and active agricultural land, implementation of the GVSP would add new roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the GVSP project site as well as the surrounding area. The GVSP Phase 2 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 similar ingress and egress access points evaluated in the Final EIR. The proposed GVSP Phase 2 project would include circulation improvements consistent with the overall circulation plan approved under the 1990 GVSP. These improvements would provide primary access points at Case Road and Murrieta Road, and would also connect to other areas of the GVSP that have been constructed or are currently under construction. As part of the GVSP Phase 2 project, a portion of Green Valley Parkway North, from north of Fieldstone Drive to Murrieta Road, would be constructed and access to PAs 3a, 6a, 19a, 20, 21, 29, and 30 would be provided along Murrieta Road and the proposed Green Valley Loop Road. Circulation improvements associated with development of PAs 13a and 13b are limited to three proposed driveways to access the site, acceleration and deceleration lanes at the proposed Ethanac Road and Goetz Road driveways to the site, internal street networks, and on-site sidewalks to provide pedestrian connectivity to all commercial buildings, parking areas, townhomes, community building, trash enclosures, and outdoor amenities. These improvements would not affect emergency access to the greater GVSP site or surrounding communities. The provision of these circulation improvements would ensure adequate emergency access to the GVSP Phase 2 Project Area consistent with City requirements. The GVSP Phase 2 project and the GVSP as a whole would not interfere with the City or County's adopted emergency response or evacuation plans, as there are no designated evacuation routes on or around the GVSP area identified in the City's General Plan (Safety Element), Local Hazard Mitigation Plan, or Emergency Operations Plan (City of Perris 2021, 2013a, 2013b). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program (FRAP) maps, the GVSP is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the GVSP site is not identified as being within a Wildfire Hazard Area in the Safety Element of the City's General Plan (City of Perris 2021). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted in the certified GVSP Final EIR and would continue to be applicable if the proposed GVSP Phase 2 project is approved.

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

The Final EIR concluded that impacts related to hazardous wastes and toxic substances would be reduced to a less-than-significant level after mitigation. However, the Final EIR concluded that airport related hazards would remain significant and unavoidable after mitigation. These conclusions would not change with implementation of the GVSP Phase 2 project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts related to hazards and hazardous materials.

4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Discussion

The City adopted the 2030 General Plan after approval of the GVSP; as such, the GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes land use and development assumptions of the GVSP as an

approved project. Since adoption of the GVSP, the following new policies related to hydrology and water quality were adopted within the Conservation Element of the 2030 General Plan (approved July 2005), Land Use Element (August 2016), and Safety Element (August 2016):

- **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, GVSP Phase 2 project construction activities would be conducted in compliance with the City's Stormwater Management Plan and the SWRCB NPDES Stormwater General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (for ground disturbance exceeding one acre). The General Construction NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan that would outline the temporary construction-related BMPs to prevent and minimize erosion, sedimentation, and discharge of other construction-related contaminants, as well as permanent post-construction BMPs to minimize adverse long-term stormwater-related water quality effects.

The entirety of the GVSP site, including the land on which the proposed GVSP Phase 2 project is located, is within the 100-year floodplain. Mitigation Measure 4.3.3 of the GVSP Final EIR requires that no permits are issued until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. This mitigation measure was updated and clarified by Mitigation Measure HYDRO-1 to require implementation of a complete final drainage plan and adequate onsite storm drainage facilities as part of the adoption of the Phase 1B project. This mitigation measure is also applicable to and appropriate for the proposed GVSP Phase 2 project; therefore, the same mitigation is included in this addendum for the proposed GVSP Phase 2 project, below.

The proposed GVSP Phase 2 project would result in minor changes in land use intensity within the GVSP Phase 2 project Area but would not generate changes in the types of land uses that were previously approved with the adopted GVSP. Specifically, land uses within the western portion of the GVSP Phase 2 Project Area are consistent with the types of land uses approved under the GVSP, the allowable density and therefore total number of units for the overall GVSP area. In the northeastern portion of the GVSP Phase 2 Project Area, the total number of units would be increased, and the mix of dwelling unit types would provide for more multi-family units and fewer single-family units. Additionally, the southeastern portion of the GVSP Phase 2 Project Area would include a school to accommodate the additional allowable number of residents in the multi-family development, which was not previously included under the original GVSP in the current GVSP Phase 2 Project Area. However, densities in other areas of the GVSP have been reduced because these areas would not be developed and approvals for these sites have already been issued. The intent of the proposed amendments to land use within the GVSP Phase 2 Project Area is to change land use designations to be consistent with the 2011 ALUCP for Perris Valley Airport and meet the intent of SB 330 to restore the plan area's development capacity for dwelling units that were not realized across the GVSP plan area with previous project approvals (i.e., Phase 1A and Phase 1B projects recently approved in the southern portion of the GVSP). Therefore, while the number of dwelling units in the GVSP Phase 2 Project Area would increase from 1,092 to 1,621 units, the overall number of potential dwelling units would remain the same as what was originally approved for the GVSP. Consequently, in terms of the hydrologic impacts of the proposed GVSP Phase 2 Project Area, this represents a geographic shift in risk from areas that would have been developed under the original GVSP to the higher-density northeastern portion of the GVSP Phase 2 Project Area, but does not represent an increase in risk overall, and therefore impacts related to hydrology and water quality would be generally the same as what was evaluated in the GVSP Final EIR.

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

The GVSP Final EIR addressed water quality impacts related to implementation of the GVSP and noted that development of the site would generate pollutants such as pesticides, fertilizers, oil and rubber residues, and detergents and these pollutants have the potential to contaminate site runoff. The GVSP Final EIR concluded that implementation of Mitigation Measure 4.3.3 requiring implementation of recommendations designed to reduce contaminants would reduce the impact to a less-than-significant level. This mitigation would continue to apply to the proposed GVSP Phase 2 project. As discussed above, the proposed GVSP Phase 2 project would increase the number of multi-family residential units in the GVSP Phase 2 Project Area. However, the GVSP Phase 2 project would not include any land uses not previously analyzed in the GVSP Final EIR or Phase 1B Addendum, so there would not be any new or different land uses that could result in pollutants not previously considered. The proposed GVSP Phase 2 project would continue to comply with mitigation requirements outlined in the GVSP Final EIR, as well as with all applicable State and local requirements related to water quality. With implementation of mitigation, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The GVSP Final EIR addressed the GVSP's effect on groundwater recharge in Impact 4.3.2.1. The EMWD utilizes a supply that includes desalinated brackish groundwater, recycled grey water, potable groundwater, and imported water. The EMWD Water Supply Assessment Report for the GVSP – Phase 2 from April 2022 (Appendix J of this Addendum) states that "While EMWD does not plan to develop new groundwater supplies specifically for this project, the advancement of new local supplies represents a major component of EMWD's planned water supply portfolio. Therefore, new developments, including the project, may be supplied with a combination of additional imported water and/or projects and programs expanding EMWD's local supplies, including groundwater" (EMWD 2022).

The EMWD's existing and planned future use of groundwater as a component of utility supply would occur regardless of the proposed Phase 2 development; additionally, while the intensity of development on the proposed Phase 2 site would be greater than that which was approved under the GVSP Final EIR, as discussed above, the intent of the proposed amendments to land uses within the GVSP Phase 2 Project Area is to change land use designations to be consistent with the 2011 ALUCP for Perris Valley Airport and meet the intent of SB 330 to restore the plan area's development capacity for dwelling units that were not realized across the GVSP plan area with previous project approvals. Consequently, there would be no net increase in water consumption from groundwater resources under the proposed GVSP Phase 2 project relative to what the EMWD would have evaluated during the transition to potential groundwater consumption for new developments. Moreover, the EMWD's groundwater supply management includes increasing water supplies through its recycled water program, desalination program, water use efficiency programs that are intended to reduce reliance on and preserve groundwater supply.

The GVSP Final EIR noted that implementation of the GVSP would result in an unquantified reduction in groundwater recharge from the site, but that adequate downstream opportunities for recharge would ensure that the GVSP would not have a significant impact related to groundwater recharge. This project would increase open space and parks by approximately 43 acres within the GVSP Phase 2 Project Area, resulting in increased opportunities for groundwater recharge versus what was evaluated in the GVSP Final EIR. Therefore, the overall development pattern would decrease the area of impermeable surfaces from that approved in the original 1990 GVSP. No new significant impacts or substantially more severe significant impacts would occur. The findings of the GVSP Final EIR remain valid and no further analysis is required.

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

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

Impact 4.3.2.3 of the GVSP Final 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. The proposed GVSP Phase 2 project would not substantially change the location or amount of land that would be disturbed under the GVSP. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The GVSP Final EIR evaluated impacts related to changes in the existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3, included in the GVSP Final EIR, requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. In 2018, the Federal Emergency Management Agency (FEMA) issued a Letter of Map Revision (LOMR) for the Green Valley community (Community No. 060258), within which the GVSP Phase 2 Project Area and greater GVSP area are located. The LOMR reviewed updated data including flood channel improvements implemented within the GVSP and determined that updates to the Flood Insurance Rate Maps (FIRM) was warranted. The approved changes resulted in the creation of a "regulatory floodway" in portions of the GVSP. A regulatory floodway is an area that encompasses the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. Consistent with the FEMA LOMR, the GVSP and the specific land uses proposed within the proposed GVSP Phase 2 Project Area have restricted development in areas designated as a regulatory floodway.

To ensure implementation of ongoing maintenance and appropriate vector control measures for proposed water quality basins within the GVSP Phase 2 Project Area, Mitigation Measure HYDRO-1 is proposed to provide additional details to support implementation of Mitigation Measure 4.3.3 of the GVSP Final EIR and ensure the recommendations of the drainage studies required under Mitigation Measure HYDRO-1, if any, are followed. With implementation of this measure, the GVSP Phase 2 project would not result in any new significant impacts or substantially more severe significant flooding or flood hazard impacts, and proposed land uses and infrastructure would comply with FEMA flood hazard requirements; therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

As discussed in item ii) above, mitigation included in the GVSP Final EIR would reduce drainage impacts to a less-than-significant level. Item a) above describes the mitigation required to ensure less-than-significant impacts related to water quality. As noted in (a) above, the GVSP Phase 2 project would not substantially change development patterns, and the area of impermeable surfaces from that approved in the GVSP would be decreased under the proposed Phase 2. Additionally, the proposed project would include water quality detention basins that would reduce runoff from the site. Therefore, the GVSP Phase 2 project would not result in any new significant impacts or substantially more severe significant impacts. The findings of the GVSP Final EIR remain valid and no further analysis is required.

iv) Impede or redirect flood flows?

The proposed GVSP Phase 2 Project Area is entirely within the 100-year floodplain. The GVSP Final 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 from the Final EIR includes a statement that no permits shall be issued until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As noted in (b) above, the proposed GVSP Phase 2 project would increase the amount of open space within the GVSP Phase 2 Project Area and would also include water quality detention basins, thereby increasing opportunity for groundwater infiltration. Such groundwater would be generated by surface infiltration of runoff. Also, the GVSP Phase 2 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 GVSP Phase 2 project. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The GVSP Final EIR did not consider potential impacts related to inundation by seiche or tsunami. The GVSP area is not near a lake that could be vulnerable to a seiche during high winds. Also, the GVSP area is not within a coastal area or river delta that could be impacted by a tsunami. The risk of flood hazard is addressed in item c)ii) above. The proposed changes to the GVSP, including the proposed GVSP Phase 2 project, would not alter these conditions and the project would not have a significant impact.

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

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

Mitigation Measures

The following mitigation measure was adopted with the GVSP Final EIR and would continue to be applicable if the proposed GVSP Phase 2 project is approved.

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

In addition to the mitigation measure in the GVSP Final EIR (listed above), the following mitigation measure shall be implemented:

Mitigation Measure HYDRO-1: Complete Final Drainage Plan and Provide Adequate Onsite Storm Drainage Facilities. With submittal of Improvement Plans to the City for each construction phase of the GVSP Phase 2 Project Area, 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).

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.

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

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

Conclusion

With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe significant impacts to hydrology and water quality would occur with the GVSP Phase 2 project. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

4.11 LAND USE AND PLANNING

Environmental Issue Area		Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
11. Land Use and Planning. Would the project:					
a)	Physically divide an established community?	Setting pp. 4-33 to 4-39 Impacts 4.6.2.1 and 4.6.2.2	No	No	Yes
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 4-39 to 4-40 Impact 4.6.2.4	No	No	Yes

4.11.1 Discussion

The GVSP was adopted under the City's land use policies in 1990. Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). Many of the goals and policies in the General Plan 2030 are similar to those in the General Plan as it existed in 1990. However, some new policies were adopted into the City's General Plan 2030 for the purpose of avoiding or mitigating an environmental effect. These policies are located within the following General Plan 2030 Elements: Land Use, Circulation, Conservation, Noise, and Safety. Also, since certification of the Final EIR, Riverside County and numerous municipalities, including the City of Perris, have implemented the Western Riverside County MSHCP. The Western Riverside County MSHCP is discussed in Section 4.4, Biological Resources, of this Addendum. As described below, these changes do not constitute substantial changes in circumstances that would require additional analysis beyond that provided in this checklist.

As part of the proposed GVSP Phase 2 project, the land use designations in PAs 6, 22, 31, and 34 on the GVSP land use map would be updated. Within the GVSP Phase 2 Project Area, PA 6 would be split into PAs 6a and 6b, where PA 6a would remain single-family residential (albeit at an increased density) and PA 6b would change from single-family residential to open space. Similarly, PA 22a would also be updated from single-family residential to open space. Additionally, PAs 31 and 34 would be consolidated into PA 30, where the land use designations would be changed from single-family residential to multi-family residential. Furthermore, land use changes to PAs 13a and 13b were programmatically analyzed as part of the GVSP Phase 1B Project Addendum approved in 2020. The approved land use for PA 13a is 5.5 acres of commercial uses and the approved land use for PA 13b is 9.3 acres of multi-family residential that allow for a maximum of 135 dwelling units. As part of the Phase 1B Project, the GVSP was amended to reflect these new land uses for PA 13a and 13b. The land use and zoning for PA 13a and 13b would be consistent with what was amended as part of the 2020 GVSP Phase 1B project. However, the proposed land uses would shift 0.3 acre of multi-family residential land uses to commercial land uses from what was approved under the Phase 1B project. The remaining PAs that contain Phase 2 development (PAs 3, 19a, 20, 21, 29, 30, 32a, and 33) do not require an update to their land use designation because they remain consistent with the approved GVSP. These actions would have no effects on the environment and would not require additional analysis for the reasons described below.

a) Physically divide an established community?

As discussed in Section 4.6, Land Use, of the Final EIR, the GVSP area is in an area which consists of agricultural and public and quasi-public lands. Surrounding uses include agriculture, the Perris Valley Airport, and the Perris Valley

Wastewater Treatment Facility. The Final EIR analysis did not specifically evaluate whether the GVSP would divide an established community, but the analysis of surrounding land uses indicates that there would be no impact because no established community existed within the GVSP boundaries or in its immediate vicinity. Since certification of the Final EIR, agricultural land to the southwest of the GVSP area has been converted to largely single-family homes on lots less than one-quarter acre in size, two subdivisions with 314 single-family dwelling units are under construction within the Phase 1A project area, and six subdivisions with 542 single-family dwelling units, 698 multi-family dwelling units, and 6.3 acres of open space (including detention basins) are under construction within the Phase 1B project site in the southern portion of the GVSP area. The GVSP and GVSP Phase 2 project would share connections to these neighborhoods. Therefore, project implementation would not physically divide an established community. No other changes in development at the site or surrounding area have occurred since approval of the GVSP. As a result, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact 4.6.2.4 in the 1990 Final EIR addressed consistency of the then-proposed GVSP with the Perris General Plan and determined that the GVSP would be generally consistent, and the impact would not be significant. The project includes changes to the development pattern and phasing plan for Phase 2 of the GVSP site. The GVSP Phase 2 Project Area is located in areas that were planned for buildout during Phases 1, 2, and 4 of development in the 1990 GVSP. Under the revised phasing plan, the GVSP Phase 2 Project Area would occur within the second phase of GVSP development, located in the northeastern portion of the GVSP. Phasing plan changes associated with the southwest corner of the GVSP (i.e., PAs 13a and 13b) were addressed in the Phase 1B Project Addendum approved in 2020. Additionally, land use changes to PAs 13a and 13b were also analyzed as part of the GVSP Phase 1B Project Addendum. The approved land use for PA 13a is 5.5 acres of commercial uses and the approved land use for PA 13b is 9.3 acres of multi-family residential that allow for a maximum of 135 dwelling units. As part of the Phase 1B Project, the GVSP was amended to reflect these new land uses for PA 13a and 13b. The proposed GVSP Phase 2 project would shift 0.3 acre of multi-family residential land uses to commercial land uses and the residential density would result in 24 fewer units in PA 13b (i.e., 111 units) than what was approved under the Phase 1B project. The development of these 24 units would be shifted to PA 30.

As described above, the City adopted the Comprehensive General Plan 2030 in April of 2005 (2030 General Plan) (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies have been adopted for the purpose of avoiding or mitigating environmental effects. Appendix K of this Addendum provides a detailed analysis of the project's conformance with applicable policies within the 2030 General Plan. Specifically, Appendix K provides background discussion of the policies within the 2030 General Plan Housing, Land Use, Circulation, Conservation, Noise, Safety, Open Space, Healthy Community, and Environmental Justice Elements. Appendix K also assesses the project's conformance with the City's Parks and Recreation Master Plan. Additional analysis of the project's conformance with applicable 2030 General Plan policies is discussed throughout Chapter 4 of this Addendum (4.3 Air Quality; 4.4 Biological Resources; 4.5 Cultural Resources; 4.6 Energy; 4.7 Geology and Soils; 4.8 Greenhouse Gas Emissions; 4.9 Hazards and Hazardous Materials; 4.10 Hydrology and Water Quality; 4.13 Noise; 4.17 Transportation/Traffic; 4.19 Utilities and Service Systems). As described in Appendix K and throughout Chapter 4 of this Addendum, the project would conform with applicable policies of the City's 2030 General Plan. In addition, the project would be consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) after mitigation, as discussed in Section 4.4, Biological Resources of this Addendum, and with the Airport Land Use Plan, as discussed in Section 4.9, Hazards and Hazardous Materials and Section 4.13, Noise.

The GVSP Phase 2 project would include changes to the density and number of units for the second overall phase of development (refer to Chapter 2, Tables 2-1 and 2-2 of the Project Description). These proposed changes would increase the number of dwelling units within the GVSP Phase 2 Project Area by 575 units but would not change the

overall land use assumptions for the rest of the GVSP area or the total number of dwelling units assumed for the entire GVSP area. The proposed changes would remain consistent with the City's 2030 General Plan. Because the project includes amending the GVSP, and the GVSP Phase 2 project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was required in the certified 1990 GVSP Final EIR and would continue to be applicable if the GVSP Phase 2 project is 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 C]).

The Final EIR concluded that impacts related to land use and planning would be reduced to a less-than-significant level after mitigation. These conclusions would not change with implementation of the GVSP Phase 2 project.

Conclusion

Since the GVSP Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the project would not result in new or substantially more severe significant impacts related to land use and planning.

4.12 MINERAL RESOURCES

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

4.12.1 Discussion

Since certification of the GVSP Final EIR, the State CEQA Guidelines Appendix G checklist has been modified to include analysis of mineral resources. As shown on the California Department of Conservation's mineral land classification maps, the GVSP area is classified as an urban area (CDC 2008). As urban land, the GVSP site is not considered to include any mineral resources.

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

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

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

Mitigation Measures

None required for the project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
13. Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 4-103 to 4-106 Impacts p. 4-107 to 4-109 Mitigation p. 4-109 to 4-110 and 4-112	No	Yes, the City's current noise standard for new residential land uses is 60 dB CNEL.	No, however, mitigation measures have been updated (see Mitigation Measure Noise-1) to ensure that railroad noise would be reduced to a less-than-significant level.
b) Generation of excessive groundborne vibration or groundborne noise levels?	Not discussed in setting or in impact analysis.	No	No	No, however, mitigation measures have been updated (see Mitigation Measures NOISE-1) to ensure that railroad vibration would be reduced to a less-than-significant level.
c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting p. 4-103 Impact p. 4-108 Mitigation p. 4-110 and 4-111	No	Yes	Yes

4.13.1 Discussion

Ambient noise levels in and near the GVSP area have likely increased since the GVSP Final EIR was certified in 1990. This is due to increased development in the region, increased volumes of vehicle traffic on area roadways, and an increase in aircraft operations at Perris Valley Airport.

Since approval of the GVSP, a standard for construction-generated noise was added to Section 7.34.060 of the City of Perris Municipal Code in 2000 and the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005, which included a Noise Element. The GVSP was adopted under the City's land use policies as they existed in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies were adopted in the Noise Element for the protection of the noise environment (City of Perris 2016). The Noise Element policies that are applicable to the 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.

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.

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

Temporary Construction Noise

The GVSP Final EIR included a discussion about the potential for construction-generated noise. It determined that the exposure of residential land uses and other noise-sensitive receptors to construction-generated noise during the more noise-sensitive evening and nighttime hours would be a significant impact. Mitigation in the GVSP Final EIR requires all construction activity near residential land uses to be limited to the daytime hours of 7:00 a.m. to 7:00 p.m. and be prohibited on weekends. The GVSP Final EIR determined that this mitigation would reduce the impact to a less-than-significant level. This time-of-day restriction was reinforced when the City of Perris Municipal Code was amended in 2000 to state that it is unlawful for any person to "erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise between the hours of 7:00 p.m. and 7:00 a.m." Monday through Saturday or at any time on Sunday or a legal holiday (City of Perris Municipal Code Section 7.34.060). Section 7.34.060 of the City of Perris Municipal Code also specifies that construction activity shall not exceed 80 decibels (dB) L_{max} in residential zones in the city. The construction activities for the GVSP Phase 2 project would be expected to be similar to those characterized in the GVSP Final EIR. Construction activities under the GVSP Phase 2 project would require similar types and numbers of equipment operating at similar levels of intensity. Table 4.13-1 lists the noise levels generated by the types of equipment that would generally be used during project construction.

Table 4.13-1 Noise Emission Levels from Construction Equipment

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

Notes: dB = decibels

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

Source: FTA 2006.

Site preparation and grading typically generates the highest noise levels because these activities involve the use of heavy, off-road equipment operating at full power (e.g., scrapers, dozers, excavators). Noise-sensitive receptors near the development site would, at times, experience elevated noise levels from construction activities. Assuming the three loudest types of equipment (i.e., a scraper, a dozer, and an excavator) are operating near the development site boundary at the same time, they would generate a combined noise level of approximately 89.8 dB L_{max} at a distance of 50 feet. However, in order to account for potentially concurrent construction phases occurring in close proximity to one another, the noise levels from five of the loudest types of construction equipment were modeled and used for this analysis. These five pieces of equipment would generate a combined noise level of 92 dB L_{max} at a distance of 50 feet.

The closest sensitive receptors to project-related construction activity would be the single-family homes just west of Goetz Road. The property line of these homes is located approximately 130 feet from the western boundary of PA

13a. Noise associated with project-generated construction activities would attenuate to 76.7 dB L_{eq} or 81.5 dB L_{max} at a distance of 130 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 residences. The closest sensitive receptors to project-related construction activity outside of PA 13a and 13b would be the single-family homes just south of Green Valley Parkway constructed as part of the GVSP Phase 1A construction. The property line of these homes is located approximately 1,400 feet from the portion of the GVSP Phase 2 Project Area nearest to where construction equipment would be operated. Noise associated with project-generated construction activities would attenuate to 53.9 dB L_{max} at a distance of 1,400 feet; and thus, would not exceed the City's 80 dB L_{max} standard for construction generated noise. Additionally, construction noise would be short term and intermittent, and activity would occur during daytime hours (i.e., 7:00 a.m. to 6:00 p.m., Monday through Saturday) and would not occur on legal holidays (with the exception of Columbus Day and Washington's birthday). Therefore, construction noise would not result in sleep disturbance during nighttime hours and would not cause a substantial adverse effect on humans. Thus, no new or substantially more severe significant impacts would occur from project-related construction noise. The conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

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

In the GVSP Final EIR, traffic noise levels were projected for major arterials in and around the GVSP area using methodologies recommended by the Federal Highway Administration (FHWA). The analysis estimated that traffic noise levels would exceed a CNEL of 70 dB at proposed residences adjacent to Case Road, Ethanac Road east of Murietta Road, and Murietta Road. The analysis in the GVSP Final EIR determined this to be a significant impact. Mitigation on page 4-110 of the GVSP Final EIR requires design measures to protect new onsite residential receptors; however, the GVSP Final EIR did not include an analysis of traffic noise levels along all segments within the GVSP Phase 2 Project Area or along the surrounding roadway network where project-generated traffic would contribute to increased noise levels. Nonetheless, these potential impacts could have been known at the time the GVSP project was approved. Therefore, the evaluation of these impacts below does not constitute new information as defined in CEQA Guidelines Section 15162. 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.

Since the GVSP Final EIR was prepared, the City established a "normally acceptable" 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 2016). Increases of less than 3 dB are not noticeable by humans (Caltrans 2013:2-44). Therefore, traffic volume increases could result in potentially significant impacts if there is a traffic noise increase of 3 dB or greater and the City's exterior noise standard of 60 dB CNEL would be exceeded.

Changes to the background traffic conditions near the GVSP Phase 2 Project Area have occurred since the GVSP Final EIR was certified and new projections for future cumulative conditions have also been developed. As such, these changes require additional analysis to determine whether the GVSP Phase 2 project could potentially result in new or more severe significant traffic noise impacts. With regard to whether the GVSP Phase 2 project would result in substantially greater significant impacts to offsite residences, an evaluation of traffic volumes with the GVSP Phase 2 project and the development slated for the same area under the approved GVSP was conducted for the existing and cumulative scenarios. Traffic noise levels under the existing and cumulative scenarios were modeled using FHWA's Traffic Noise Model Version 2.5 (FHWA 2004) and project-specific traffic data. See Appendix L of this Addendum.

The GVSP Phase 2 project would increase noise levels at 50 feet from the centerlines of all studied roadway segments as summarized in Table 4.13-2. Under existing-plus-project conditions, the noise level would both increase by more than 3 dB and surpass the City's "normally acceptable" ambient noise level of 60 CNEL at proposed residences located 50 feet from the centerline of the following roadway segments:

- Murrieta Road from Case Road to Green Valley Loop Road
- Murrieta Road from Green Valley Loop Road to Watson Road
- Murrieta Road from Watson Road to Green Valley Parkway

- Murrieta Road from Green Valley Parkway to Ethanac Road

Under 2040 cumulative-plus-project conditions, all roadway studied roadway segments would exceed an ambient noise level of 60 dB CNEL under the no project scenario; however, the traffic generated by the GVSP Phase 2 project would result in more than a 3 dB increase in noise at the following roadway segments:

- Murrieta Road from Case Rd to Green Valley Loop Road
- Murrieta Road from Green Valley Loop Road to Watson Road
- Murrieta Road from Watson Road to Green Valley Parkway

Table 4.13-2 Comparison of Existing and Future Noise Levels Along Road Segments

Segment Description		Noise (dB CNEL) at 50 feet from Roadway					
		Existing Conditions			2040 Cumulative Conditions		
		Without Project	Plus Project	Change	Without Project	Plus Project	Change
1	Murrieta Rd from Case Rd to Green Valley Loop Rd	58.3	66.4	8.2	62.4	67.4	5.0
2	Murrieta Rd from Green Valley Loop Rd to Watson Rd	58.3	65.5	7.2	62.4	66.7	4.3
3	Murrieta Rd from Watson Rd to Green Valley Pkwy	58.3	65.3	7.0	62.8	66.6	3.9
4	Murrieta Rd from Green Valley Pkwy to Ethanac Rd	58.5	64.6	6.1	64.5	67.0	2.5
5	Murrieta Rd south of Ethanac Rd	66.3	66.8	0.5	67.8	68.3	0.5
6	Ethanac Rd from Goetz Rd to Murrieta Rd	70.5	71.0	0.5	75.0	75.3	0.2
7	Ethanac Rd from Murrieta Rd to Green Valley Pkwy	71.1	72.8	1.7	75.6	76.4	0.8
8	Ethanac Rd from Green Valley Pkwy to Case Rd	71.3	72.9	1.6	76.2	76.9	0.7
9	Ethanac Rd from Case Rd to I-215 SB Ramps	72.8	74.0	1.2	77.0	77.7	0.6
10	Ethanac Rd from I-215 SB Ramps to I-215 NB Ramps	72.1	73.2	1.1	76.3	76.9	0.6
11	Ethanac Rd from I-215 NB Ramps to Encanto Dr	71.0	71.8	0.8	75.8	76.2	0.4
12	Ethanac Road from Encanto Dr to Sherman Road	70.6	71.4	0.8	75.4	75.8	0.4
13	Goetz Road from Ellis Ave to Mapes Road	68.6	69.7	1.1	71.5	72.3	0.7
14	Goetz Road from Mapes Rd to Fieldstone Dr	71.4	72.0	0.7	73.7	74.2	0.5
15	Goetz Road from Fieldstone Dr to Ethanac Road	71.2	71.4	0.1	74.7	74.9	0.1
16	Goetz Road south of Ethanac Road	70.8	71.2	0.4	75.1	75.3	0.2
17	SR-74 from Navajo Rd to A St	71.0	71.2	0.2	70.3	70.6	0.3
18	SR-74 from A St to Perris Blvd	70.6	70.9	0.3	69.9	70.3	0.4
19	SR-74 from Perris Blvd to Redlands Ave	68.2	68.7	0.5	67.9	68.4	0.6

Segment Description		Noise (dB CNEL) at 50 feet from Roadway					
		Existing Conditions			2040 Cumulative Conditions		
		Without Project	Plus Project	Change	Without Project	Plus Project	Change
20	Perris Blvd north of SR-74	66.9	67.1	0.2	69.5	69.7	0.2
21	Perris Blvd from SR-74 to 11th St-Case Rd	65.1	66.2	1.0	68.6	69.2	0.6
22	Perris Blvd from 11th St-Case Road to Ellis Ave	58.5	60.5	2.0	66.1	66.6	0.6
23	Redlands Ave north of I-215 NB Ramps	71.5	71.7	0.1	71.0	71.1	0.2
24	Redlands Ave from I-215 NB Ramps to I-215 SB Ramps	69.1	69.6	0.5	68.2	68.8	0.6
25	Redlands Ave from I-215 SB Ramps to SR-74	69.8	70.8	0.9	69.0	70.1	1.1
26	11th St from A St to Perris Blvd	65.4	66.4	1.0	68.2	68.8	0.6
27	Case Road from Perris Blvd to Ellis Ave	68.7	70.2	1.6	70.3	71.5	1.2
28	Case Road from Ellis Ave to Murrieta Rd	67.5	70.2	2.7	68.1	70.6	2.5
29	Case Road from Murrieta Rd to Bonnie Dr	66.9	68.0	1.0	67.3	68.3	1.0
30	Bonnie Dr west of I-215 SB Ramps	64.4	65.5	1.1	64.3	65.4	1.1
31	SR-74 from I-215 SB Ramps to I-215 NB Ramps	72.8	73.2	0.5	71.8	72.3	0.5
32	SR-74 from I-215 NB Ramps to Trumble Road	74.1	74.4	0.3	71.9	72.2	0.4
33	SR-74 from Trumble Road to Palomar Road	71.2	71.4	0.2	73.9	74.1	0.2
34	SR-74 from Palomar Road to Menifee Road	70.7	71.3	0.5	74.5	74.8	0.3
35	SR-74 from Menifee Road to Briggs Rd	71.5	71.9	0.4	74.8	75.1	0.3
36	SR-74 from Briggs Road to SR-79	71.9	72.3	0.4	74.2	74.5	0.3
37	SR-74 east of SR-79	73.4	73.7	0.2	74.6	74.8	0.2
38	Palomar Rd from SR-74 to Matthew Road	64.2	65.6	1.3	65.9	66.8	1.0
39	Ellis Ave from Perris Blvd to Case Road	57.5	60.3	2.7	64.6	65.4	0.9
40	Ellis Ave from Case Rd to Redlands Ave	63.0	65.9	2.9	69.7	70.8	1.1

Notes: dB = decibel; CNEL = Community Noise Equivalent Level

Source: Modeled by Ascent Environmental (2022); based on traffic data provided by Translutions, Inc. (2022).

While project-generated traffic would increase noise levels on the aforementioned segments of Murrieta Road in exceedance of City standards, the GVSP Final EIR identified significant traffic noise impacts on this roadway from buildout of the GVSP. As such, significant traffic noise impacts on Murrieta Road were previously identified and disclosed in the certified Final EIR and the traffic noise generated by the GVSP Phase 2 project would not represent a new or more severe significant impact.

As it relates to PA 13a and 13b, these planning areas were analyzed under the GVSP Phase 1B Project Addendum. The GVSP Phase 1B Addendum concluded that the entire Phase 1B project, which includes PA 13a and 13b, would generate approximately 12,082 vehicle trips per day (trips/day), which is less than the 13,100 trips/day that would have been generated by land uses that could have been developed on the same area under the adopted GVSP. Traffic noise levels under the existing and cumulative scenarios were modeled using FHWA's Traffic Noise Model (FHWA

2011). The analysis within the GVSP Phase 1B Project Addendum noted that it would increase noise levels at 50 feet from the centerlines of Goetz Road south of Ethanac Road, Ethanac Road east of Goetz Road to 65–70 dBA. However, as identified on page 4-70 of the previously approved GVSP Phase 1B Project Addendum, these increases would be below 3 dB and, therefore, considered imperceptible to humans. Moreover, the volume of noise-generating traffic generated by PA 13a and 13b would be less than would be generated by the land uses under the approved GVSP. Notably, several roadways within the project area support vehicle levels that generate noise in excess of acceptable noise levels for residential land uses. It should also be noted that mitigation is being implemented as part of the Phase 1B project currently under construction to address the increase in traffic-generated noise from that project on the aforementioned roadways. This mitigation (provided as Mitigation Measure NOISE-1 in the Phase 1B Addendum) includes the implementation of noise reduction measures to ensure that exterior noise levels at onsite residential land uses developed near the north side of Ethanac Road east of Goetz Road do not exceed the City's current noise standard of 60 dB CNEL under cumulative-plus-project conditions. These improvements would further reduce traffic noise generated by development in PAs 13a and 13b.

Because the development proposed for PA 13a and 13b is generally consistent with the approved land uses for those same areas analyzed in the GVSP Phase 1B Project Addendum and traffic noise level increases associated with PA 13a and 13b under cumulative conditions would not be perceptible to humans and would not be substantial (i.e., less than 3 dB), this impact would not be substantially more severe than the impact that would occur within the same area under the approved GVSP. For these reasons, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

Overall, traffic noise impacts of the GVSP Phase 2 project would be similar to those described in the GVSP Final EIR. In addition, all new residential development associated with Phase 2 would be required to be designed in accordance with applicable local and state noise standards, including Title 24, Part 2, Section 1206.3 of the California Code of Regulations. Therefore, no new or substantially more severe significant impacts would occur from project-related traffic noise. Accordingly, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Long-Term Exposure of Offsite Sensitive Receptors to Increased Railroad Noise Levels

The nearest railroad to the Phase 2 Project Area runs parallel to and north of Case Road approximately 100 feet from the nearest portion of the northern Project Area boundary. The South Perris Metrolink Station is located northeast of the Phase 2 Project Area and on the northern side of the railroad mainline. The South Perris Metrolink Station is served by ten passenger trains per day, Monday through Friday from 4:30 a.m. to 8:00 p.m.

FTA's Noise Screening Procedure (screening procedure) for transit projects was applied to evaluate potential noise impacts to future sensitive receptors generated by railroad activity. The FTA criteria used were developed specifically for transit noise sources operating on fixed-guideways or at fixed facilities in urban areas. According to FTA's screening distances for noise assessments for a commuter rail station without horn blowing, sensitive receptors located at least 250 feet from the railroad, measured from the centerline, would be screened from further analysis (FTA 2018: Table 4-7). It should be noted that the FTA screening procedure assumes that 22 trains per day and four trains per night would operate out of the station, and that the screening distance is based on a threshold of 50 dB (FTA 2018:33). Therefore, this analysis is extremely conservative in nature based on the fact that many fewer trains operate out of the South Perris Metrolink Station than that which was assumed in the screening procedure, and the City of Perris uses a 60 dB CNEL threshold for the siting of residential uses as opposed to the 50 dB L_{dn} applied within the screening procedure.

As detailed above, the Phase 2 Project Area boundary is located approximately 100 feet from the railroad centerline where multi-family residences would be sited. Although the structures would likely be located further than the 250-foot screening distance identified by FTA from the station, the exact location of the buildings included in the Phase 2 Project Area are not known at this time. Rail operations are an existing environmental condition. Any expected growth in operations at the South Perris Metrolink Station is not considered a new circumstance involving new or substantially more severe impacts than existed at the time GVSP Final EIR was written. While these conditions need to be disclosed from a land use planning perspective, the effects of the environment (e.g., existing environmental

conditions) on a project are not considered environmental impacts under CEQA. However, as required by General Plan Policy III.A.2., any new development involving noise sensitive land uses within 500 feet of the railroad shall prepare an acoustical and vibration study to determine if exterior noise levels would exceed 60 dB CNEL. Mitigation Measure NOISE-1 would involve the orientation and/or location of residential uses relative to the railroad such that no noise effects would occur. Therefore, no new or substantially more severe significant impacts would occur. The conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid, and no further analysis is required.

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

The GVSP Phase 2 project would not introduce any new stationary sources of noise in the Phase 2 Project Area. The types of area-noise sources associated with the GVSP Phase 2 project (e.g., children playing outside, residential landscaping activities) would not be different than the types of area-noise sources associated within the same area of the GVSP.

Exposure of Onsite Sensitive Receptors to Aircraft Noise

Noise associated with aircraft operations at MARB/IPA and at Perris Valley Airport is discussed under item c) below.

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

Impacts from potential sources of groundborne noise and vibration were not discussed in the GVSP Final EIR. The GVSP and GVSP Phase 2 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.

As discussed in impact a), above, a railroad line runs north of the Phase 2 Project Area parallel to Case Road. Rail operations are an existing environmental condition. Any expected growth in operations at the South Perris Metrolink Station is not considered a new circumstance involving new or substantially more severe impacts than existed at the time GVSP Final EIR was written. While these conditions need to be disclosed from a land use planning perspective, they are not treated as significant environmental impact under CEQA. The City's General Plan noise policies require projects to consider the noise exposure and potential vibration impacts on new development. Placement of new receptors near existing or future planned rail right-of-way could expose people to substantial vibration levels, depending on the proximity to rail alignments and depending on the type of rail and daily frequency of service. For purposes of full disclosure, FTA's General Vibration Assessment Impact Criteria were applied (FTA 2018) to assess potential vibration effects of the existing rail line on new development. New development, including residential and commercial uses, would be located such that FTA screening levels for various transit types could be applied. Regarding transit vibration, it is rare for operations to cause substantial or even minor cosmetic damage to buildings. Further, because this impact addresses exposure of new receptors to potential vibration impacts, newer building construction would not be nearly as susceptible to damage as older structures; and thus, structural damage to new development from transit operations is not discussed further. This analysis assumes that new residential uses (contained in FTA's Category 2 of FTA's General Vibration Assessment Impact Criteria) proposed within 200 feet of existing or new rail and 50 feet of existing or new bus service, could result in excessive vibration levels at new development.

As detailed in impact a), the Phase 2 Project Area boundary is located approximately 100 feet from the railroad centerline where multi-family residences would be sited. Although the structures would likely be located further than 200-feet from the railroad as identified by FTA's General Vibration Assessment Impact Criteria, the exact location of the buildings included in the Phase 2 Project Area are not known at this time. However, as required by General Plan Policy III.A.2., any new development involving noise sensitive land uses within 500 feet of the railroad shall prepare an acoustical and vibration study. Mitigation Measure NOISE-1 would involve the location of residential uses relative to the railroad such that no vibration effects would occur. The conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The northwestern boundary of the Phase 2 Project Area is located approximately 400 feet south of the south end of the closest runway at Perris Valley Airport and approximately 700 feet from the closest Phase 2 residential area. 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 Final EIR explains that airport noise complaints begin to occur when residential land uses are exposed to exterior aircraft noise levels greater than 60 dB CNEL and that exterior noise levels up to 60 dB CNEL are generally considered "normally acceptable" and noise levels above 65 dB CNEL are considered "normally unacceptable" at residential land uses. The discussion about aircraft noise in the GVSP Final EIR does not discuss the interior noise standard of 45 dB CNEL. Nonetheless, as the GVSP Final EIR explained, residential land uses would be exposed to single-event flyover noise on a regular basis. It noted that noise from individual flyovers associated with operations at the Perris Valley Airport can be as high as 85 dB on the ground for a short period and that the annoyance resulting from such single events of exposure would be a significant impact. Mitigation on pages 4-110 and 4-111 of the GVSP Final 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 Final EIR determined that this mitigation would reduce aircraft noise impacts to a less-than-significant level.

Since the GVSP Final EIR was prepared, the most recent update to the ALUCP for Perris Valley Airport was adopted by the Riverside County Airport Land Use Commission in 2011. All of the airport's operations occur between 7:00 a.m. and 10:00 p.m. and the airport does not have a control tower, runway lights, or approach lights (FltPlan 2016). At that time the ALUCP was prepared, the airport supported 94 average daily aircraft operations (i.e., a takeoff or landing) and 34,000 annual aircraft operations. The airport is projected to support 141 average daily aircraft operations and 52,000 annual aircraft operations by 2029 (Riverside County ALUC 2011: W8-5). The ALUCP presents aircraft noise contours for this projected level of aircraft operations. According to these contours, no portion of the Phase 2 Project Area is located within the airport's 60 dB CNEL contour but some portions of the residential land uses proposed within the Phase 2 Project Area are located within the airport's 55 dB CNEL contour (Riverside County ALUC 2011). The Phase 2 Project Area is located within airport compatibility zones B1, C, D, and E, which fall within the 55 dB CNEL contour (Riverside County ALUC 2004:3-3). The ALUCP and its CEQA document do not discuss the impact from single event noise levels generated by aircraft operations.

Additionally, MARB/IPA is located approximately 7 miles north of the Phase 2 Project Area. With the exception of PAs 13a and 13b, the Phase 2 Project Area is located within Compatibility Zone E of the MARB/IPA ALUCP (Riverside County ALUC 2014: Map MA-1). Land uses within Zone E are considered to have a low noise impact and are beyond the 55 CNEL noise contour (Riverside County ALUC 2014: 3). Thus, development associated with the GVSP Phase 2 project would not be adversely affected by airport noise from MARB/IPA, nor would it exacerbate noise from this airport.

The presence of Perris Valley Airport and the fact it is expected to host increasing levels of aircraft activity was known at the time the GVSP Final EIR was prepared. The level of expected growth in operations at Perris Valley Airport is not considered a new circumstance involving new or substantially more severe significant impacts than existed at the time GVSP Final EIR was certified. Moreover, pursuant to the ALUCP, 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 do not exceed 45 dB CNEL (Riverside County ALUC 2010:49). This condition would also apply to any proposed residences within the Phase 2 Project Area that are located within the airport's 55 CNEL contour. Lastly, on August 11, 2022, the Riverside County ALUC determined that the proposed GVSP Phase 2 project is consistent with both the 2011 ALUCP for Perris Valley Airport and 2014 MARB/IPA ALUCP. The proposed GVSP Phase 2 project would allow for development of the same type of land uses (e.g., residential and commercial) as those approved under the 1990 GVSP and would be consistent with the approved land uses for the Phase 2 Project Area from the GVSP Phase 1B Project Addendum. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified GVSP Final EIR and would continue to be applicable if the proposed GVSP Phase 2 project is approved.

- **Mitigation Measure 4.10.3.1:** Mitigation for Construction Noise (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 C]).
- **Mitigation Measure 4.10.3.2:** Mitigation for Exterior Noise Impacts (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 C]).
- **Mitigation Measure 4.10.3.3:** Mitigation for Interior Noise Standards (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 C]).

In addition to the mitigation measures in the GVSP Final EIR (listed above), the following mitigation measures to address noise at nearby noise-sensitive residential land uses have been included:

Mitigation Measure NOISE-1

Railroad Noise and Vibration at Proposed Onsite Sensitive Receptors

As required by General Plan Policy III.A.2., any new development involving noise sensitive land uses within 500 feet of the railroad shall prepare an acoustical and vibration study to determine if exterior noise levels would exceed 60 dB CNEL. Therefore, any future development within the Phase 2 Project Area within 500 feet of the railroad would be required to prepare an acoustical and vibration study. If it is determined that a potential noise or vibration impact resulting from proximity to the railroad would occur, the project applicant shall implement one or both of the following measures to reduce the effect of noise and/or vibration levels generated by trains operating along the railroad:

- Buildings shall be designed such that noise generated by activity along the nearby railroad at any existing noise sensitive receptor shall not exceed the exterior noise standard of 60 dB CNEL. Prior to building permits being issued, a specialized noise study shall be completed to evaluate the specific design and ensure compliance with City of Perris noise standards. Reduction of railroad noise can be achieved by locating noise sensitive land uses as far away as possible from railroads, constructing noise barriers between railroads and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. Final design, location, and orientation shall be dictated by findings in the acoustical and vibration study; and/or
- Buildings shall be located such that vibration generated by activity along the nearby railroad at any existing sensitive receptor shall not exceed FTA's maximum-acceptable-vibration standard with respect to human response of 80 VdB. Prior to occupancy permits being issued, a specialized vibration study shall be completed to evaluate and ensure compliance with FTA's maximum-acceptable-vibration standard with respect to human response. Reduction of railroad vibration can be achieved by locating sensitive land uses as far away as possible from railroads. Therefore, if a potential vibration impact is identified, minimum setback requirements for new sensitive receptors to prevent negative human response shall be established based on the existing railroad activity and the maximum allowable vibration level identified above.

Conclusion

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

4.14 POPULATION AND HOUSING

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

4.14.1 Discussion

No substantial change in the regulatory settings related to population and housing, as described in Final EIR Section 4.7, Population and Housing, has occurred since certification of the Final EIR. As described in the project description (Tables 2-1 and 2-2) of this Addendum, there would be an increase of 575 dwelling units in the portion of the Phase 2 Project Area as compared to the same area in the approved GVSP and the mix of housing types would increase multi-family units and reduce single family units. However, the overall number of dwelling units that could be developed at buildout of the GVSP would not change. Additionally, the number of new residents in this portion of the GVSP area would also increase compared to the approved GVSP due to the increased number of units. It should be noted that the 1990 Final EIR assumed an occupancy rate of 3 persons per household. Based on updated demographics data for 2020, the most recent Housing Element of the City's General Plan assumes an average occupancy rate of 4.29 persons per household (City of Perris 2022). For consistency with most recent version of the City's Housing Element, the discussion below relies on the 4.29 persons per household rate.

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

As described in the Final EIR under Impact 4.7.2, the GVSP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact and the additional population from the GVSP was included in local and regional growth forecasts, this was concluded to be a less-than-significant impact. The land uses for PA 13 were updated in 2020 as part of the GVSP Phase 1B project. The land use designation for PA 13 as analyzed in the 1990 Final EIR was commercial; however, as part of the Phase 1B project PA 13 was split into PA 13a and 13b, and the original land use for these planning areas was updated to commercial and multi-family residential, respectively. Accordingly, the GVSP was amended in 2020 to reflect these land uses as part of the Phase 1B project.

The GVSP Phase 2 project would add approximately 2,467 more residents to this area of the GVSP than would occur within this same area under the approved land use plan, because the GVSP Phase 2 project would increase the total number of dwelling units and increase the number of multi-family units over single-family units within the Phase 2

Project Area. However, the total number of residents within the overall GVSP area would not change from the approved GVSP[1]. While the total number of residents would increase in the Phase 2 Project Area boundaries due to the higher persons per household rate (i.e., 3 persons per household assumed in 1990 vs. 4.29 persons per household assumed in the latest Housing Element), the increase would be proportional to the increase that would occur using the assumptions in the 1990 Final EIR. For example, the 1990 Final EIR calculated a projected population of 3,543 people in the Phase 2 Project Area boundaries using an estimated occupancy rate of 3 persons per household. When adjusting for the 4.29 persons per household rate in the City's latest Housing Element, the projected population in the same Phase 2 Project Area boundary would be approximately 5,067 people, representing a 43 percent increase from what was identified in the 1990 Final EIR. Similarly, the change in projected population under the currently proposed project (when adjusting for the 4.29 persons per household rate) would also represent a 43 percent increase compared to the estimates in the 1990 Final EIR. Therefore, the use of updated persons per household rates do not affect the conclusions of the Final EIR. Accordingly, no new significant impacts or substantially more severe significant impacts would occur as a result of the proposed GVSP Phase 2 project. The findings of the Final EIR remain valid and no further analysis is required.

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

The Final EIR did not evaluate the potential for displaced homes or people, or the need for replacement housing. At that time, the GVSP site was composed of uninhabited agricultural land. Most of the land within the GVSP is still uninhabited today, including the Phase 2 Project Area, so no people or homes would be displaced by the GVSP Phase 2 project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

Since the GVSP Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on population and housing.

[1] When adjusting for the 2020 average 4.29 persons per household rate in the City's latest Housing Element, the total projected population within the GVSP area would be greater than what was disclosed in the 1990 Final EIR. However, the projected population increase would be proportional to the increase that would have occurred using the assumptions in the 1990 Final EIR (i.e., a 43% increase in population).

4.15 PUBLIC SERVICES

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

4.15.1 Discussion

No substantial changes in the environmental and regulatory settings related to public services described in Final EIR Section 4.12 Public Facilities and Services, have occurred since certification of the Final 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 Final EIR evaluated the potential impacts of the GVSP related to fire protection and calculated that the GVSP would require one new, two-engine station. Mitigation Measure 4.12.2.3 included in the Final EIR requires site dedication within the GVSP area for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. This mitigation would ensure that impacts related to fire protection would be reduced to a less-than-significant level. The GVSP Phase 2 project would not change the location or overall amount of development that could occur in the GVSP area. The mitigation required in the Final EIR would continue to apply to the GVSP Phase 2 project. Although the currently proposed project would result in an increase in residential units in the Phase 2 Project Area from what was approved in 1990, the GVSP Phase 2 project would not generate a need for additional fire stations beyond what is already required for the GVSP area because the

total number of potential dwelling units within the GVSP area would not change. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Police protection?

Impact 4.12.1.2 of the Final EIR evaluated potential impacts from the GVSP on police protection. The analysis calculated that the GVSP would require 18 new sworn officers to meet City standards. Mitigation Measure 4.12.1.3 included in the Final EIR required payment of City fees that would generate revenue for the City to cover the costs of the additional officers. The Final EIR concluded that the GVSP would result in a less-than-significant impact with implementation of this mitigation. The GVSP Phase 2 project would not change the location or overall amount of development that could occur in the GVSP area. The mitigation required in the Final EIR would continue to apply to the GVSP Phase 2 project. Although the currently proposed project would result in an increase in residential units in the Phase 2 Project Area from what was approved, the GVSP Phase 2 project would not generate a need for additional officers beyond what is already required for the GVSP because the total number of potential dwelling units within the GVSP area would not change. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Schools?

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

The elementary school site identified in the original GVSP is proposed to be developed as a K-8 school for up to 1,000 students as part of the GVSP Phase 2 project. The project would result in an increase in the number of residential units in the Phase 2 Project Area, which would also increase demand for school services within this portion of the GVSP area as a result of additional students that would be generated, consistent with the updated demographic projections in the City's latest Housing Element (see Section 4.14 above). 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 ALUCP and school siting requirements. As such, with the development of the proposed school, overall school demand would be met within the GVSP area and no additional schools beyond those already planned would be needed to accommodate the GVSP Phase 2 project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Parks?

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

Mitigation Measures

The following mitigation measures were required in the certified GVSP Final EIR and would continue to be applicable if the GVSP Phase 2 project is approved.

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

The Final EIR concluded that impacts related to public services would be reduced to a less-than-significant level after mitigation. These conclusions would not change with implementation of the GVSP Phase 2 project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on public services.

4.16 RECREATION

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

4.16.1 Discussion

No substantial changes in the environmental and regulatory settings related to recreation described in Final EIR Section 4.12 Public Facilities and Services, have occurred since certification of the Final 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 Final 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 Final EIR, the GVSP required 35.1 acres of parks. The GVSP would include 93.9 acres of parkland (see Figure 2-3 of the Final EIR), thereby exceeding the requirements of the Quimby Act. The proposed Specific Plan Amendment for the GVSP Phase 2 project would increase total park acreage in the GVSP area to approximately 106 acres, and open space to approximately 205.2 acres. Under the GVSP, approximately 4.9 acres of park space were planned within the Phase 2 Project Area. Under the current proposal, approximately 6.7 acres of park space are proposed within the Phase 2 Project Area, resulting in an increase of 1.8 acres of park space compared to the approved GVSP. The linear park proposed in PA 33 as part of the GVSP Phase 2 project would be constructed once 800 residential units have been developed, while the park in PA 33a and the trail from Goetz Road to Murrieta Road (not part of the GVSP Phase 2 project) would be constructed once 500 units have been developed. Open space within the Phase 2 Project Area would total approximately 43 acres and would serve as detention basins and would also allow for passive recreational uses such as unpaved trails, benches, and picnic areas. In addition, the proposed project includes an alternative route to the San Jacinto River Trail that would allow for a regional connection to other trails outside of the GVSP. Because the total population within the GVSP area would not substantially increase under the proposed GVSP Phase 2 project, and the project would not reduce the acreage of park space in the GVSP area but rather would increase it, no new

significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

Since the GVSP Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on recreation.

4.17 TRANSPORTATION/TRAFFIC

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

4.17.1 Discussion

The vehicle miles traveled (VMT) associated with the land uses developed under the Green Valley Specific Plan (GVSP) were not analyzed in the Final EIR, which was certified in 1990. While VMT was a metric used extensively in the transportation industry at the time for a variety of purposes including, but not limited to highway cost allocation, determining user fee structures, and estimating air quality and greenhouse gas (GHG) emissions, the VMT associated with land use development was not commonly addressed in CEQA documents. At the time the GVSP EIR was prepared through when the Final EIR was certified, no agencies in California, such as the Governor's Office of Planning and Research (OPR), had published recommendations to address VMT in CEQA documents. Since that time, the effects of VMT as it relates to GHG emissions, multimodal transportation networks, and land use development patterns have become more widely understood, and recent legislation and regulatory updates now direct agencies to consider VMT as the preferred metric for assessing the potential transportation impacts of proposed projects. For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis and comparison of the VMT generated by both the approved 1990 GVSP (Phase 2 parcels only) and the proposed GVSP Phase 2 project. The evaluation provided below does not constitute "new information" as defined in State CEQA Guidelines Section 15162, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the 1990 GVSP EIR was prepared; and thus, could have been evaluated at that time.

REGULATORY SETTING

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, required OPR to develop new CEQA guidelines that address transportation metrics under CEQA. Enacted as part of Senate Bill 743 (2013), Public Resources Code (PRC) section 21099, subdivision (b)(1), directed the OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

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

OPR published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated State CEQA Guidelines were adopted on December 28, 2018, and according to the current State CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining the significance of transportation impacts. The guidelines state that the provisions of this section shall apply statewide beginning July 1, 2020.

City of Perris Transportation Impact Analysis Guidelines for CEQA

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

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

City of Perris Active Transportation Plan

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

City of Perris Comprehensive General Plan 2030

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). The GVSP was adopted under the City's land use policies in effect in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, new policies related to transportation were adopted within the Circulation Element (approved August 2008). The policies that are applicable to the project are listed below.

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

The Circulation Element of the 2030 General Plan also contains LOS-based policies, implementation measures, and targets for roadway segments and intersections within the City of Perris. However, as described above, per State CEQA Guidelines Section 15064.3, transportation analysis under CEQA shall be based on VMT standards instead of congestion thresholds (such as LOS). The change in the focus of transportation analysis is intended to shift the emphasis from just alleviating congestion to, among other things, reducing GHG emissions, promoting a diversity of land uses, and developing multimodal transportation networks. Pursuant to CEQA Guidelines Section 15064.3(c), this change in analysis is mandated to be used beginning July 1, 2020. Therefore, the transportation analysis herein evaluates transportation impacts against the City's adopted VMT threshold and does not include a LOS analysis. Additionally, because LOS no longer constitutes a significant environmental impact relating to transportation under CEQA, mitigation measures included in the GVSP EIR for the purpose of addressing traffic operations and LOS deficiencies may no longer be applicable. Generally, these mitigation measures include, but are not limited to, roadway widening, intersection improvements, impact fee payment, "fair share" mitigation fees such as the Transportation Unified Mitigation Fee (TUMF) Program, and areawide demand management strategies. The following is an update to Section 4.8, *Transportation and Circulation* of the GVSP Final EIR and provides a comparison of the GVSP Phase 2 project to the same area in the adopted GVSP. The transportation analysis for the certified Final EIR was conducted by Basmaycian-Darnell, Inc. in 1989. The evaluation of potential new impacts resulting from the implementation of the GVSP Phase 2 project is based on the *Addendum to the Green Valley Specific Plan -VMT Analysis* (VMT Analysis) memo prepared by Translutions, Inc. (see Appendix N of this Addendum).

This environmental review has been prepared to evaluate the GVSP Phase 2 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 GVSP Phase 2 project would have substantially more severe significant impacts with respect to transportation impacts than those identified for the same area in the approved GVSP.

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

Impacts to the Transit System

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

The provision of transit facilities (i.e., bus pull-out areas and shelters) and the associated planned transit service would satisfy the increase in transit demand generated by the GVSP Phase 2 project. Additionally, the GVSP Phase 2 project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted programs, plans, ordinances, or policies related to transit. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR remain valid and no further analysis is required.

Impacts to Bicycle and Pedestrian Facilities

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

As detailed in Chapter 2, "Project Description," the project would construct trails adjacent to sidewalks along Green Valley Loop Road, 9-foot-wide sidewalks on both sides of Murrieta Road, and trails that would loop around the eastern and northeastern boundary of the Phase 2 Project Area and through a park. Additionally, the proposed development within PA 13a and 13b would construct on-site sidewalks to provide pedestrian connectivity to all commercial buildings, parking areas, townhomes, community building, trash enclosures, and outdoor amenities. Furthermore, the proposed project includes an alternative route to the San Jacinto River Trail that would allow for a regional connection to other trails outside of the GVSP.

The curb, gutter, and sidewalks would be designed and constructed to meet City standards. As an implementing action of the City of Perris' General Plan Circulation Element, the City has developed the Trail Master Plan to address trails and bikeways for both recreational and commuter uses. The Trail Master Plan recommends for improvements to the existing off-street and on-street bikeways and trails, as well as recommendations for additional facilities, amenities, and crossings. Additionally, the Trail Master Plan and the Active Transportation Plan identify Class II bicycle facilities along the entirety of Ethanac Road and Goetz Road within the plan area (City of Perris 2013: Exhibit 8-1; City of Perris 2020b: 14, respectively). Within the Active Transportation Plan these facilities are identified as Class IIB bicycle facilities (Buffered Bike Lanes). The Active Transportation Plan also recommends Class II bicycle facilities (Bike Lanes) along Murrieta Road between Case Road and Ethanac Road.

Mitigation Measure TRANS-1 (Bike and Pedestrian Improvements) addresses the provision of Class II bike lanes along Goetz Road and Murrieta Road, as it relates to the project. This mitigation measure is presented below for informational purposes but is not new mitigation. 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 or pedestrian facilities, or create inconsistencies with any adopted plans, guidelines, policies, or standards related to bicycle or pedestrian systems. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR remain valid, and no further analysis is required.

Construction-Related Activities Impacts

The GVSP EIR did not evaluate the potential for transportation impacts related to hazards due to construction-related activities although they can and should have been known at the time. Construction of the project may include disruptions to the transportation network near the site, including the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Thus, pedestrian and bicycle access in the vicinity of the Phase 2 Project Area may be disrupted. Additionally, heavy vehicles would access the site and may need to be staged for construction. These activities could result in temporary but prolonged lane closures and unexpected slowing of vehicular traffic if not properly planned and managed. Therefore, the impacts are considered significant for the GVSP Phase 2 project, as they would have been under the approved GVSP. Mitigation Measure TRANS-1 (Construction) would require the applicant to implement a traffic control and management plan ensuring that adequate access would be maintained throughout development of the project and that construction zones would be delineated in a manner that protects vehicles, bicyclists, and pedestrians. With implementation of this mitigation measure, construction-related traffic impacts would be reduced to a less-than-significant level. The conclusions of the GVSP Final EIR remain valid and no further analysis is required.

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

The analysis within this section is based on the analysis and findings of the VMT Analysis memo prepared by Translutions, Inc. in April 2022, which evaluates the VMT effects of the proposed project based on the City CEQA significance thresholds contained within the TIA Guidelines. The VMT Analysis memo is included as Appendix N and provides additional detailed data, modeling, and information related to the VMT analysis. It is important to note that the VMT calculations included in the VMT Analysis memo from April 2022 do not include the proposed multi-family dwelling units planned for PA 13b. PA 13a and 13b were included and analyzed in the Phase 1B Addendum approved in 2020; and thus, are addressed separately within this impact discussion. For the purposes of analyzing PA 13a and 13b, the VMT effects are evaluated qualitatively.

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

As detailed in the TIA Guidelines, for projects that require RivTAM VMT modeling, a project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

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

The approved GVSP included 997 single-family dwelling units and 184 multi-family dwelling units within the Phase 2 Project Area; whereas, the currently proposed project would consist of 462 single-family dwelling units (reduction of 535 single-family units) and 1,294 multi-family dwelling units (addition of 1,110 multi-family units). Therefore, the proposed Phase 2 project would result in a net increase of 575 dwelling units within the proposed Phase 2 Project Area as compared to the previously approved GVSP. However, the total number of dwelling units as approved under the 1990 GVSP for the entire plan area would not increase.

It is important to note that the RivTAM model used for the purposes of the VMT analysis calculates the number of dwelling units based on the land use designations proposed in the accompanying Specific Plan Amendment and input into the model. Therefore, because the land use designations within the RivTAM model assigns a density range or goal as opposed to a static number, the number of dwelling units generated from residential land use designations for the model is typically a little higher than the actual number of units being proposed. Additionally, the dwelling unit variation within the RivTAM model is also partially due to the spatial representation of roads and other infrastructure assumed within the model which, in general, accounts for less space that what the actual improvements will require; thus, resulting in additional space for buildings within the land uses (i.e., dwelling units for the proposed project).

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

Finally, the proposed GVSP Phase 2 project includes a school located on PA 32a that is assumed to include up to 70,000 square feet of school facilities and would serve up to 1,000 students, Kindergarten through 8th grade. The school site is included in the VMT modeling of the proposed GVSP Phase 2 project detailed below. Additionally, as described in the City of Perris TIA Guidelines, schools are classified as a local serving use; and thus, are assumed to improve destination proximity, shorten trip lengths, and reduce VMT. Therefore, based on guidance within the City of

Perris TIA Guidelines, any future project-level VMT analysis of the school site on PA 32a would be presumed to result in a less-than-significant impact.

Base Model Year (2012) Conditions

The base year VMT per service population for the City of Perris (i.e., 27.5) was obtained from the WRCOG SB 743 Implementation Pathway (WRCOG 2019). The VMT modeling consisted of creating traffic analysis zones (TAZs) with the RivTAM model for the GVSP in order to model both the previously approved GVSP (Phase 2 Project Area only, not including PA 13a and 13b) and the currently proposed GVSP Phase 2 project (not including PA 13a and 13b). The project generated VMT for the previously approved and the currently proposed projects were calculated using the RivTAM model and are shown in Table 4.17-1, below. Detailed inputs and outputs are included in Appendix N.

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

	City of Perris	Approved Project (1990 Specific Plan)[1]	Proposed Phase 2 Project
Total VMT		145,751	247,344
Population		5,191	9,747
Total Employment		0	191
Total Service Population		5,191	9,938
VMT per Service Population	**27.5**	**28.1**	**24.9**

Notes: VMT = vehicle miles traveled.

[1] Modeling conducted for the planning areas included as part of the proposed Phase 2 project only.

Source: Translutions Inc. 2022.

Based on the TIA Guidelines thresholds, a project would have a significant VMT impact if the project generated VMT per service population under base model year (2012) conditions exceeds the City baseline VMT per service population of 27.5 miles. As shown Table 4.17-1, the VMT per service population under base model year (2012) conditions for the previously approved project would exceed the City of Perris VMT per service population. However, the VMT per service population under base model year (2012) conditions for the currently proposed GVSP Phase 2 project would not exceed the City of Perris VMT per service population. Therefore, the currently proposed GVSP Phase 2 project (not including PA 13a and 13b) would be more VMT efficient on a per service population basis than the City as a whole in the base model year (2012); and thus, would result in a less than significant VMT impact under base year conditions. Additionally, the currently proposed GVSP Phase 2 project (not including PA 13a and 13b) would be more VMT efficient on a per service population basis than the previously approved project; and thus, would not result in a substantially more severe impact under base year conditions.

The proposed development on PA 13a and 13b would include commercial and multi-family residential land uses. As described in the City of Perris TIA Guidelines, general retail uses that are less than 50,000 square feet and educational/institutional uses, including day care centers, are classified as local serving; and thus, are assumed to improve destination proximity, shorten trip lengths, and reduce VMT. As described in Chapter 2, "Project Description, all commercial buildings developed on PA 13a would be less than 50,000 square feet in size both individually and in total. Therefore, based on guidance within the City of Perris TIA Guidelines, all of the commercial sites within PA 13a would be considered locally serving land uses; and thus, would be presumed to result in a less-than-significant VMT impact.

The subsequent analysis compares the land use data included in the VMT analysis for the entire Specific Plan Area, conducted in September 2020 (i.e., Phase 1B Addendum), with that of the land uses for PA 13b (i.e., multi-family residential) that would be developed as part of the proposed GVSP Phase 2 project. As analyzed in the Phase 1B Addendum approved in 2020, Planning Areas 13b, 14, 16, and 17 were included in traffic analysis zone (TAZ) 4932 of the modified RivTAM, which included 145 single-family residential units and 232 multi-family residential units. A total of 135 multi family dwelling units were planned for PA 13b and 97 for PA 14 in the Phase 1B project. The proposed project includes 111 multi family dwelling units for PA 13b, which is 24 fewer units than what was approved under the

Phase 1B project (i.e., 135 units). Additionally, the development of these 24 units would be shifted to PA 30; therefore, the total number of dwelling units across the remainder of the GVSP area would be maintained. Therefore, the impacts from the residential dwelling units proposed within PA 13b are not more substantial than those analyzed in the Phase 1B Addendum approved in 2020. Therefore, the 111 multi-family dwelling units on PA 13b would not result in a substantially more severe significant VMT impact.

Future Model Year (2040) Conditions

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

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

	City of Perris	Approved Project (1990 Specific Plan)[1]	Proposed Phase 2 Project
Total VMT		137,619	258,964
Population		5,191	9,747
Total Employment		0	191
Total Service Population		5,191	9,938
VMT per Service Population	**27.5**	**26.5**	**26.1**

Notes: VMT = vehicle miles traveled.

[1] Modeling conducted for the planning areas included as part of the proposed Phase 2 project only.

Source: Translutions Inc. 2022.

Based on the VMT thresholds contained within the TIA Guidelines, a project would have a significant VMT impact if the horizon year (2040) VMT per service population of the project exceeds the City base year VMT per service population of 27.5 miles. As shown Table 4.17-2, the VMT per service population under future model year (2040) conditions for both the previously approved project and the currently proposed project would not exceed the City of Perris VMT per service population. Therefore, both the previously approved project and the currently proposed GVSP Phase 2 project would result in less than significant VMT impacts under future year (2040) conditions. Additionally, the currently proposed GVSP Phase 2 project would be more VMT efficient on a per service population basis than the previously approved project; and thus, would not result in a substantially more severe VMT impact under future year (2040) conditions.

Additionally, as detailed above the number of multi-family units proposed for PA 13b (i.e., 111 dwelling units) is lower than the previous analysis presented in the Phase 1B Addendum approved in 2020, which included PA 13b. Additionally, the development of these 24 units would be shifted to PA 30; therefore, the total number of dwelling units across the remainder of the GVSP area would be maintained. Thus, the impacts from the residential dwelling units proposed within PA 13b are not more substantial than those analyzed in the Phase 1B Addendum approved in 2020. Therefore, the 111 multi family dwelling units for PA 13b would not result in a substantially more severe significant VMT impact under future year (2040) conditions.

Conclusion

As detailed above, based on the VMT significance thresholds adopted by the City of Perris, the proposed GVSP Phase 2 project would not result in a significant VMT impact under the base year (2012) conditions or future year (2040) conditions.

Additionally, the implementation of Mitigation Measure 4.8.3 (paragraph 3) of the GVSP Final EIR would provide the GVSP Phase 2 project with access to transit facilities. Implementation of Mitigation Measure TRANS-1 (Bike and Pedestrian Improvements) would result in the construction of Class II bike lanes along Goetz Road and Murrieta Road. Finally, implementation of Mitigation Measure 4.8.3 – Areawide Measures would result in the provision of bike racks and bike lockers in commercial and industrial areas as determined during development plan review. Because the proposed GVSP Phase 2 project would not result in new significant impact or a substantially more severe

significant impact than the previously approved project, mitigation is not required. However, implementation of the previously adopted Mitigation Measure 4.8.3 which would require bike lockers and racks in the commercial areas and the provision of transit infrastructure improvements in the Phase 2 Project Area, combined with the implementation of an updated Mitigation Measure TRANS-1 requiring the construction of Class II bike lanes along Goetz Road and Murrieta Road, would likely result in additional VMT reductions.

As detailed in Table 4.17-1 and Table 4.17-2, above, the proposed GVSP Phase 2 project would result in a lower VMT per service population than the City base year VMT per service population of 27.5 for both the base (2012) and future (2040) model years. Additionally, the GVSP Phase 2 project VMT would be more VMT efficient on a per service population basis than the approved GVSP project VMT from 1990. Further, the commercial sites within PA 13a would be considered locally serving land uses and the number of multi-family units proposed for PA 13b (i.e., 111 dwelling units) is lower than the previous analysis presented in the Phase 1B Addendum approved in 2020. Thus, no new significant impacts or substantially more severe significant impacts would occur and the findings of the GVSP Final EIR remain valid. No further analysis is required.

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

The GVSP Final EIR did not specifically evaluate the potential for transportation impacts related to hazards due to a geometric design feature or incompatible uses. However, as discussed on page 4-88 and described in Mitigation Measure 4.8.3 on page 4-89 in the GVSP Final EIR, transportation improvements shall conform to the City of Perris' design standards.

As detailed in Chapter 2, "Project Description," the GVSP Phase 2 project involves the construction of a 1,500-linear-foot portion of the Green Valley Parkway North, part of the proposed Green Valley Loop Road, and also includes the implementation of transportation improvements along Murietta Road North. The applicant would coordinate with the City to identify appropriate roadway treatments and traffic calming features for Murrieta Road North. The GVSP Phase 2 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 any of the sites within the Phase 2 Project Area.

Mitigation Measure TRANS-1 (Safety Improvements) recommended below would ensure City of Perris sight distance standards are implemented; and thus, would avoid motorist hazards. Additionally, Mitigation Measure TRANS-1 (Construction) recommended below would ensure the safe movement of vehicles, pedestrians, and bicycles through construction areas during project-related construction activities. This mitigation measure is presented below for informational purposes but is not new mitigation.

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

d) Result in inadequate emergency access?

The GVSP Final 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 GVSP Phase 2 project would not change the land development pattern or types of built structures in the Phase 2 Project Area compared to the previously approved project and would result in the same ingress and egress access points evaluated in the GVSP Final EIR. As discussed on page 4-88 and described in Mitigation Measure 4.8.3 on page 4-89 in the GVSP Final EIR, transportation improvements shall conform to the City of Perris' design standards. Therefore, site access points, the internal circulation network, and the external circulation network would be subject to review by the City and responsible emergency service agencies; thus, ensuring that the project would be designed to meet all applicable emergency access and design standards. Additionally, implementation of Mitigation Measure TRANS-1 (Construction) would ensure that adequate emergency response access would be maintained throughout development of the GVSP Phase 2 project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR remain valid, and no further analysis is required.

Mitigation Measures

The following portions of Mitigation Measure 4.8.3 of the 1990 GVSP Final EIR analysis would continue to be applicable if the proposed GVSP Phase 2 project is approved:

- **Mitigation Measure 4.8.3 (paragraph 3):** The applicant shall provide bus pull-out areas and shelters within the Specific Plan. The location and number of bus pull-outs shall be subject to approval of the City of Perris, RTA, and school districts and shall be at locations where it can be seen with assurance that the bus stop location will remain, prior to approval of any subdivision within each phase (see page 4-89 of the GVSP Final EIR [Appendix A] and page 5-14 of the GVSP MMRP [Appendix C])
- **Mitigation Measure 4.8.3 – Areawide Measures (see page 4-92 of the GVSP Final EIR [Appendix A] and pages 5-17 of the GVSP MMRP [Appendix C]):** The City of Perris will support and participate in the demand management strategies contained within SCAG's Regional Mobility Plan and Air Quality Management Plan. The proposed project will incorporate the following transportation demand management strategies:
  - Bike racks and bike lockers should be provided in commercial and industrial areas as determined during development plan review

In addition to Mitigation Measure 4.8.3 of the 1990 GVSP Final EIR as described above, the following mitigation measure shall be implemented.

Mitigation Measure TRANS-1

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

Project On-site Safety Improvements:

- Sight distance at the project entrance roadway shall be reviewed and approved by City staff at the time final grading, landscape, and street improvement plans are submitted to the City.
- Signing/striping of all planned roadways shall be implemented in conjunction with detailed construction plans for the project site.

Project On-site Bike and Pedestrian Improvements:

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

Project On-site Construction:

- A traffic control and management plan shall be prepared, and address all means to minimize temporary impacts from roadway and travel lane disruptions. The traffic control and management plan shall be submitted to and approved by the City of Perris prior to construction to minimize project impacts on local streets, highways, freeways, or other forms of transportation (Class I and Class II bicycle routes). The traffic control and management plan shall at a minimum contain the following:
  - describe the proposed work zone;
  - delineate construction areas in a manner that protects vehicles, bicyclists, and pedestrians;
  - describe applicable detours and lane closures;
  - describe appropriate tapers and lengths, signs, and spacing;

- identify appropriate channelization devices and spacing;
- identify work hours and workdays;
- identify proposed speed limit changes if applicable;
- describe the signalized and nonsignalized intersections that would be affected by the work;
- describe the trucks that would be used during construction, including the number and size of the trucks used per day, their expected arrival and departure times, their general weight and size, and circulation patterns;
- identify all staging areas;
- require that access to all nearby parcels be maintained;
- provide a description and/or documentation of the pavement conditions along the roadways used to access the site before the commencement of construction and at the conclusion of construction;
- coordinate with the City to determine how any potential pavement damage directly resulting from construction of the project would be mitigated;
- require that access to all surrounding parcels and properties be maintained at all times;
- require that adequate emergency vehicle access to all surrounding parcels and properties be maintained at all times; and
- where the project work area encroaches on a public ROW and reduces the existing pedestrian path of travel to less than 48 inches wide, alternate pedestrian routing shall be provided during construction activities.

Conclusion

The updated transportation impact analysis is consistent with the analysis prepared for the approved GVSP. Implementation of Mitigation Measures 4.8.3 and TRANS-1 would ensure the GVSP Phase 2 project would not result in new or substantially more severe significant transportation impacts. Therefore, the conclusions of the GVSP Final EIR and Phase 1B Addendum remain valid.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
18. Tribal Cultural Resources. Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section5020.1(k), or	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified	No	No	N/A
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Not addressed, criterion was not part of State CEQA Guidelines Appendix G when Final EIR was certified	No	No	N/A

4.18.1 Discussion

Refer to Section 4.5, Cultural Resources, above.

4.19 UTILITIES AND SERVICE SYSTEMS

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

4.19.1 Discussion

Since approval of the GVSP, the City adopted the Comprehensive General Plan 2030 (2030 General Plan) in April 2005 (City of Perris 2005). The GVSP was adopted under the City's land use policies in 1990. The 2030 General Plan includes the land use and development assumptions of the GVSP as an approved project. Within the 2030 General Plan, 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 question d) below.

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

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

The Final EIR stated that the GVSP would include water and wastewater lines within the GVSP area that would connect to existing utility lines outside of the GVSP area. Installation of the water and wastewater lines was considered as part of the GVSP project, and the environmental impacts of the installation have been analyzed throughout the Final EIR. While the GVSP Phase 2 project would increase the number of residential units within the Phase 2 Project Area compared to the approved GVSP, the total number of dwelling units and population for the overall GVSP would be the same as those described in the 1990 GVSP EIR. Therefore, the GVSP Phase 2 project would not require new or expanded water or wastewater facilities beyond those already anticipated under the approved GVSP. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Final EIR evaluated impacts related to changes in existing drainage patterns and noted that the GVSP would result in an increase in site runoff. Mitigation Measure 4.3.3 included in the Final 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 what was evaluated in the certified GVSP Final EIR, and the GVSP Phase 2 project would continue to comply with mitigation requirements outlined in the adopted mitigation for the GVSP. As noted in Checklist Section 4.3.3, updated Mitigation Measure HYDRO-1 is proposed to provide additional details to support implementation of Mitigation Measure 4.3.3 from the GVSP Final EIR and to ensure the recommendations of the drainage studies required under Mitigation Measure HYDRO-1, if any, are followed. With implementation of this mitigation, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The GVSP area is within an area of the City that is supplied water by the City of Perris Public Works Department. 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 the 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 (City of Perris 2022).

The 1990 GVSP was approved and entitlements were issued for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. The GVSP Final EIR addressed water supply in Impact 4.12.3.2 and estimated average day water demands of approximately 5 MGD and peak day demand of 8.8 MGD at buildout (Final EIR 1990: 4-122). The mitigation for the GVSP (see Mitigation Measure 4.12.3.3 of the GVSP Final EIR on p. 4-125 in Appendix A of this Addendum) includes requirements for the acquisition of a water storage tank, preparation of a water facilities master plan, payment of impact fees, and plans for water conservation. The Final EIR determined that the GVSP would result in less-than-significant impacts with implementation of mitigation.

Since the approval of the GVSP, the City of Perris adopted an update to its General Plan in 2005 (General Plan 2030), which includes measures to ensure adequate water supplies are maintained for future development. Additionally, the

EMWD's Urban Water Management Plan (UWMP) has been updated since approval of the GVSP, with the latest update being adopted by the EMWD on June 30, 2021.

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

Additionally, California Water Code Sections 10910-10915, enacted in 2005, require preparation of a Water Supply Assessment (WSA) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted UWMP. The preparation of a WSA is required for projects that meet the definition of a water demand project, which includes proposed residential developments of more than 500 dwelling units, among other types of development meeting certain criteria specified in SB 610. In accordance with the California Water Code, a WSA was prepared for the GVSP Phase 2 project (EMWD 2022), which was approved by the EMWD Board of Directors on April 20, 2022. The WSA is provided as Appendix J to this Addendum. It should be noted that water supply associated with PAs 13a and 13b was evaluated in the WSA prepared for the Phase 1B project. Although the Phase 1B project WSA was based on the EMWD's 2015 UWMP, the WSA determined that the EMWD would have adequate water supplies to meet the potable water demand for the Phase 1B project as part of its existing and future demands (EMWD 2019). Additionally, given that the Phase 1B project was approved in 2020, the project has been accounted for in the latest update to the EMWD's UWMP that was adopted in 2021. As such, the discussion below addresses the additional water demand generated by the remainder of the GVSP Phase 2 project.

According to the Phase 2 WSA, the GVSP Phase 2 project would have a total water demand of 665.12 acre-feet per year (AFY), or an average daily demand of approximately 0.49 MGD, which represents an increase in the estimated demand considered in the EMWD's 2020 UWMP. However, the WSA notes that, when considered in aggregate with other new/planned developments currently tracked by the EMWD, the combined service area demand project remains within the overall demand limits considered in the 2020 UWMP. The WSA further states that the "EMWD relies on MWD [Metropolitan Water District] and local resources to meet the needs of its growing population. MWD demonstrated in the 2020 MWD UWMP that with the addition of all water supplies, existing and planned, MWD has the ability to meet all of its member agencies' projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios". The WSA concludes that the EMWD has determined that it will be able to provide adequate water supplies to meet the potable water demand for the GVSP Phase 2 project as part of its existing and future demands. Moreover, while the GVSP Phase 2 project would increase the number of dwelling units within the Phase 2 Project Area, the overall number of potential dwelling units for the GVSP would not increase over the approved conditions.

In conclusion, based on the most recent UWMP and the WSA prepared for the GVSP Phase 2 project, no new significant impacts or substantially more severe significant impacts would occur with respect to water supply and demand. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The 1990 GVSP was approved and entitlements were issued for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. The GVSP Final EIR addressed wastewater generation and treatment in Impact 4.12.3.2 and estimated the expected wastewater generation from the GVSP would be 2.1 MGD and noted the EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) had a capacity of 1 MGD. Since the GVSP was approved in 1990, the PVRWRF's capacity has been expanded to a current capacity of 22 MGD with an ultimate planned capacity of 100 MGD (EMWD 2021b). Typical daily flows are 15.5 MGD (EMWD 2021b).

The mitigation for the GVSP (see Mitigation Measure 4.12.3.3 of the GVSP Final EIR on p. 4-125 in Appendix A of this Addendum) requires sewage disposal facilities to be installed within the subdivision at the plot plan stage, requires the applicant to execute agreements with the EMWD to ensure financing of addition wastewater treatment capacity at the final tract map stage, and requires the capital cost of new sewer pipelines, pump stations, reservoirs and treatment works to be borne by the applicant and dedicated to the EMWD after construction and certification,

Peak flow for the GVSP Phase 2 project is estimated to be 1.07 MGD. The GVSP Phase 2 project would increase the number of residential units within Phase 2 area of the GVSP and would increase the number of multi-family residences compared to single-family residences. However, this would result in a decrease in the amount of wastewater that would be generated by the GVSP compared to the approved project because of the increased wastewater efficiency of multi-family residential compared to single-family residential. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

The Final EIR evaluated the amount of solid waste that would be generated by the GVSP, discussed capacity of local landfills, and concluded that the GVSP would result in less-than-significant impacts related to solid waste with the incorporation of mitigation. Mitigation includes requirements for the reduction of solid waste and installation of trash compactors in new homes. The GVSP Phase 2 project would not change the location or amount of land that would be disturbed under the GVSP or increase the amount of solid waste that would be generated by the GVSP (i.e., the total number of residential units within the GVSP area would not increase). Further, the GVSP Phase 2 project would continue to implement mitigation adopted for the GVSP. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP EIR and Phase 1B Addendum remain valid and no further analysis is required.

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

As discussed under question e) above, the Final EIR evaluated the amount of solid waste that would be generated by the GVSP, discussed capacity of local landfills, and concluded that the GVSP would result in less-than-significant impacts related to solid waste with the incorporation of mitigation. On page 4-133 of the GVSP EIR, mitigation for solid waste impacts includes the requirement that disposal of waste would be done in accordance with all applicable regulations. The GVSP Phase 2 project would not change the location or amount of land that would be disturbed under the GVSP or increase the amount of solid waste that would be generated by the GVSP (i.e., total number of residential units would not increase within the GVSP) and would not preclude or hinder compliance with applicable regulations. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified GVSP Final EIR and would continue to remain applicable if the proposed GVSP Phase 2 project is approved.

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

The Final EIR concluded that impacts related to utilities and service systems would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Phase 2 project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the Final EIR and Phase 1B Addendum remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts on utilities and service systems.

4.20 WILDFIRE

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

4.20.1 Discussion

Since certification of the GVSP Final EIR in 1990, Appendix G of the State CEQA Guidelines has been amended to address wildfire impacts.

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

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

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

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

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program (FRAP) maps, the GVSP area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the GVSP area is not identified as being within a Wildfire Hazard Area in the Safety Element of the City's General Plan (City of Perris 2021). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the GVSP Final EIR and Phase 1B Addendum remain valid and no further analysis is required.

Mitigation Measures

None required for the project.

Conclusion

Since the Final EIR was certified and the Phase 1B Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts associated with wildfire.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/ Resolve Impacts?
1. Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Biological Resources Pages. 4-20 to 4-29 Cultural Resources Pages 4-30 to 4-32	No	No	Yes, mitigation has been updated
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Cumulative Impacts Pages 5-1 to 5-10	No	No	Yes, mitigation has been updated
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Air Quality Pages 4-97 to 4-102 of the GVSP FEIR Geology and Soils Pages. 4-1 to 4-9 of the GVSP FEIR Toxic Substances Page 4-137 of the GVSP FEIR Hydrology and Drainage Pages 4-10 to 4-19 of the Final EIR Noise Pages 4-103 to 4-112 of the Final EIR Transportation and Circulation Pages 4-62 to 4-92 of the Final EIR	No	No	Yes, mitigation has been updated

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

Land use changes proposed within the Phase 2 Project Area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated in the 1990 GVSP Final EIR. As described in Section 4.4, "Biological Resources" of this Addendum, several biological surveys of the site were conducted (see Appendix F of this document) since the Final EIR that have detected additional special-status species in and adjacent to the Phase 2 Project Area. Although the occurrence of these additional special-status species is new information since the Final EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1, the GVSP Phase 2 project would not result in any new or substantially more severe significant biological resources impacts. Based on a reduction in developed acreage within Phase 2 and the GVSP area, the biological impacts associated with the GVSP Phase 2 project would be reduced compared to the impacts described in the Final EIR. As described in Section 4.5, "Cultural Resources" of this document, a records search and pedestrian survey were conducted for the Phase 2 Project Area and no known historical resources, archeological resources eligible for listing, or burial sites were identified. Mitigation Measures ARCHAEO-1 and CUL-1 would replace Mitigation Measure 4.5.3 (adopted mitigation from the 1990 GVSP Final EIR) to account for current City practices related to identification of any previously unknown human remains or archaeological and/or cultural resources that could be discovered during ground-disturbing activities (PaleoWest 2020). Analyses of potential effects of the GVSP Phase 2 project above, based on current conditions and the updated biological and cultural resource studies completed for the Phase 2 Project Area, show that no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification since certification of the Final EIR. Therefore, the conclusions of the GVSP Final EIR remain valid and implementation of the GVSP Phase 2 project would not result in new or substantially more severe significant impacts to habitat of a fish or wildlife species, fish or wildlife populations, the range of a rare or endangered plant or animal or important examples of California history or prehistory.

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

Land use changes proposed within the Phase 2 Project Area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated in the 1990 GVSP Final EIR. The Phase 2 contribution to cumulative impacts would not change over those previously identified in the Final EIR. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new contributions to significant cumulative impacts are identified for the GVSP Phase 2 project. Therefore, the findings of the GVSP Final EIR remain valid.

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

Land use changes proposed within the Phase 2 Project Area would not substantially alter the land development pattern or types of built structures in the GVSP area and would not increase the footprint of ground disturbance over that evaluated in the 1990 GVSP Final EIR. Analyses of potential effects of the GVSP Phase 2 project above, based on current conditions and the updated project specific air quality, greenhouse gas, noise, geotechnical, paleontological, traffic, and drainage analyses, show that current GVSP Phase 2 project activities are consistent with the activities recommended in the mitigation adopted for the GVSP and where appropriate, mitigation has been updated in this Addendum. With implementation of mitigation adopted for the GVSP and updated mitigation provided above, no new significant or substantially more severe significant impacts are identified that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the findings of the GVSP Final EIR remain valid.

This page intentionally left blank.

5 REFERENCES

Chapter 1, Introduction and Project History

Pfeiffer, Thienan. President. Glenn Lukos Associates, Inc., Santa Ana, CA. October 9, 2020—email to Kristen Stoner and Nick Johnson regarding environmental clearance for Phase 1 evacuation channel (western half of channel that was constructed adjacent to Watson Ditch) as well as the deepening of the Line A channel that has occurred on RainTree's property.

Chapter 2, Project Description

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

———. 2013. Perris Trail Master Plan. February. Available at: https://www.cityofperris.org/home/showpublisheddocument/467/637203139742400000. Accessed May 19, 2022.

———. 2020 (December). *Green Valley Specific Plan Addendum to the Final Environmental Impact Report for the Phase 1B Project Area*.

———. 2022. City of Perris General Plan, Housing Element. May.

Chapter 3, Environmental Checklist for Supplemental Environmental Review

No references cited in this chapter.

Chapter 4, Environmental Checklist

Section 4.1 Aesthetics

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

Section 4.2 Agriculture and Forest Resources

California Department of Conservation 2016. Farmland Mapping and Monitoring Program. Available at: https://www.conservation.ca.gov/dlrp/fmmp. Accessed May 2, 2022.

CDC. *See* California Department of Conservation.

Section 4.3 Air Quality

California Air Pollutant Control Officers Association. 2021. California Emissions Estimator Model User's Guide Version 2020.4.0, Last Updated November 2017. Available: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4. Accessed April 29, 2022.

California Air Resources Board. 2003. HARP Users Guide. Sacramento, CA.

———. 2005. Air Quality and Land Use Handbook: A Community Health Perspective. Available: https://ww3.arb.ca.gov/ch/handbook.pdf. Accessed April 29, 2022.

———. 2016. California Ambient Air Quality Standards. Available: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdfs. Accessed April 29, 2022.

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

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

CAPCOA. See California Air Pollutant Control Officers Association.

CARB. See California Air Resources Board.

CEC. See California Energy Commission.

EPA. See U.S. Environmental Protection Agency.

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

Office of Environmental Health Hazard Assessment. 2015. Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments. Available: https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed April 29, 2022.

Roorda-Knape, M. C., N. Hansen, J. de Hartog, P. Van Vliet, H. Harssema, and B. Brunekreef. 1999. Traffic Related Air Pollution in City Districts near Motorways. Science of the Total Environment 235:339–341.

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

SCAQMD. See South Coast Air Quality Management District.

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

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

———. 2016. Final 2016 Air Quality Management Plan. Available: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed April 29, 2022.

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

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

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

Zhu, Y., W. C. Hinds, S. Kim, S. Shen, and C. Sioutas. 2002. Study of Ultrafine Particles near a Major Highway with Heavy-Duty Diesel Traffic. *Atmospheric Environment* 36:4323–4335. Cited in CARB 2005.

Section 4.4 Biological Resources

California Natural Diversity Database. 2022. *Rarefind 5*. Commercial Version. Online Subscription Database. Search of the Perris, Romoland, and surrounding USGS 7.5' quadrangles. California Natural Heritage Division, California Department of Fish and Wildlife. Sacramento, CA. Accessed May 2022.

California Native Plant Society, Rare Plant Program. 2022. *Inventory of Rare and Endangered Plants (online edition, v8-02)*. Search of the Perris, Romoland, and surrounding USGS 7.5' quadrangles. California Native Plant Society, Sacramento, CA. Available: http://www.rareplants.cnps.org. Accessed May 2022.

California Wildlife Habitat Relationships System. 2006 (January). Life history account for Swainson's hawk (Buteo swainsoni). California Department of Fish and Wildlife, California Interagency Wildlife Task Group. Available: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1673&inline=1. Accessed March 2020.

CWHR. *See* California Wildlife Habitat Relationships Systems.

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

GLA *See* Glen Lukos Associates.

Glen Lukos Associates. 2016. *Biological Technical Report for Portions of the Green Valley Specific Plan*. Prepared for: RainTree Investment Corporation. Prepared by: Glen Lukos Associates, Inc. Lake Forest, CA.

_____. 2020. Biological Technical Report for Green Valley Phase II Project, Located in the City of Perris, Riverside, County, California. Prepared for: RainTree Investment Corporation. Prepared by: Glen Lukos Associates, Inc. Lake Forest, CA.

Google. 2022. Google Earth Imagery of Phase 2. Accessed March 2022.

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

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

RCA. *See* Regional Conservation Authority.

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

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

Williams, P., R. Thorp, L. Richardson, and S. Colla. 2014. *Bumble Bees of North America*. Princeton University Press. Princeton, NJ.

Xerces. *See* Xerces Society for Invertebrate Conservation.

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

Section 4.5 Cultural Resources

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

PaleoWest Archaeology. 2020. *Cultural Resource Investigation in Support of the Green Valley Specific Plan – Phase 2 Project, City of Perris, Riverside County, California*. Prepared for Glenn Lukos Associates, Inc.

Section 4.6 Energy

California Air Resources Board. 2021. Emissions Factor. Available: https://arb.ca.gov/emfac/. Accessed April 29, 2022.

California Energy Commission. 2020a. 2019 Total System Electric Generation in Gigawatt Hours. Available: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-

generation/2019#:~:text=Total%20System%20Electric%20Generation%20and%20Methodology&text=As%20a%20result%2C%20in%2Dstate,(50%20percent)%20from%202018. Accessed April 29, 2022.

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

CARB. See California Air Resources Board.

City of Perris. 2022. 2021-2029 Housing Element, Public Review Draft. Available: https://www.cityofperris.org/home/showpublisheddocument/14500/637677498654600000. Accessed April 29, 2022.

CEC. *See* California Energy Commission.

Section 4.7 Geology and Soils

PaleoWest Archaeology. 2018 (December). *Paleontological Resource Assessment for the Green Valley Specific Plan – Phase 2 Project, City of Perris, Riverside County, California*. Prepared for Glenn Lukos Associates, Inc.

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

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

Petra Geosciences. 2020 (August 27). EIR Level Geologic/Geotechnical Assessment. Green Valley Specific Plan Phase 1B Area (Planning Areas 3, 10-14, 19-21, 23, 26, 29-36, 45, 46A and 55-57). North of Ethanac Road Between Goetz and Case Roads. City of Perris, Riverside County, California.

———. 2022 (May 6). Addendum Letter to Environmental Impact Report, Planning Area 6A of the Green Valley Specific Plan Phase 2, North Ethanac Road between Goetz and Case Roads, City of Perris, Riverside County, California.

Section 4.8 Greenhouse Gas Emissions

California Air Resources Board. 2012. Assembly Bill 32: Global Warming Solutions Act. Available: http://www.arb.ca.gov/cc/ab32/ab32.htm. Accessed April 29, 2022.

———. 2014 (May). *First Update to the Climate Change Scoping Plan*. Available: https://ww3.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed April 29, 2022.

———. 2016. Facts about the Advanced Clean Cars Program. Available: https://www.arb.ca.gov/msprog/zevprog/factsheets/advanced_clean_cars_eng.pdf. Accessed April 29, 2022.

———. 2017 (November). *California's 2017 Climate Change Scoping Plan*. Available: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed April 29, 2022.

———. 2020. Evaluation of the Southern California Association of Government's SB 375 2020 Sustainable Communities Strategy. Available: https://ww2.arb.ca.gov/sites/default/files/2021-02/Evaluation%20of%20the%20GHG%20Emissions%20Reduction%20Quantification%20for%20the%20SCAG%20SB%20375%20October%202020.pdf. Accessed April 29, 2022.

———. 2021. California Greenhouse Gas Emission Inventory for 2000 to 2019. Available: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000_2019_ghg_inventory_trends_20220401.pdf. Accessed April 29, 2022.

California Energy Commission. 2018 (March). 2019 Building Energy Efficiency Standards: Frequently Asked Questions. Available: http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed April 29, 2022.

California Natural Resources Agency. 2018. *Safeguarding California Plan: 2018 Update*. Available: http://resources.ca.gov/docs/climate/safeguarding/update2018/safeguarding-california-plan-2018-update.pdf. Accessed April 29, 2022.

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

CARB. *See* California Air Resources Board.

CEC. *See* California Energy Commission.

City of Perris. 2021. *Stratford Ranch Residential East Initial Study/Mitigated Negative Declaration*. Available: https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-301. Accessed April 29, 2022.

CNRA. *See* California Natural Resources Agency.

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

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

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

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

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

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

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

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

IPCC. *See* Intergovernmental Panel on Climate Change.

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

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

NOAA. *See* National Oceanic and Atmospheric Administration.

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

Sacramento Metropolitan Air Quality Management District. 2020. Greenhouse Gas Thresholds for Sacramento County. Available: http://airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf. October 13, 2021.SMAQMD. *See* Sacramento Metropolitan Air Quality Management District. Accessed April 29, 2022.

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

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

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

Translutions. 2022. Addendum to the Green Valley Specific Plan – VMT Analysis.

U.S. Environmental Protection Agency. 2018 (April 2). EPA Administrator Pruitt: GHG Emissions Standards for Cars and Light Trucks Should be Revised. Available: https://www.epa.gov/newsreleases/epa-administrator-pruitt-ghg-emissions-standards-cars-and-light-trucks-should-be. Accessed April 29, 2022.

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

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

Section 4.9 Hazards and Hazardous Materials

CAL FIRE. *See* California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection. 2009 (December 21). Fire and Resources Assessment Program (FRAP) map Very High Fire Hazard Severity Zones in Local Responsibility Area (LRA), As Recommended by CALFIRE. Available at: https://osfm.fire.ca.gov/media/5921/perris.pdf. Accessed on May 2, 2022.

California Department of Toxic Substance Control. 2022. EnviroStor Database accessed at https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Perris+Valley. Accessed May 2, 2022.

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

———. 2013a. Local Hazard Mitigation Plan. April.

———. 2013b. Emergency Operations Plan. May.

———. 2021. City of Perris General Plan 2030, Safety Element. Revised in 2021.

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

Riverside County Airport Land Use Commission. 2011 (March). Perris Valley Airport Policies and Compatibility Maps.

———. 2014. March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. Prepared by Mead & Hunt and adopted by Riverside County Airport Land Use Commission. Available: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdfState Water Resources Control Board. 2022. GeoTracker Case Summary for Native Plant (TO606500254) 202 E. Ethanac, Perris, CA. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=perris+valley. Accessed on April 27, 2022.

Section 4.10 Hydrology

Eastern Municipal Water District. 2022 (April). *Water Supply Assessment Report Green Valley Specific Plan – Phase 2*.

EMWD. *See* Eastern Municipal Water District.

Section 4.11 Land Use

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

Section 4.12 Mineral Resources

California Department of Conservation. 2008. Mineral Land Classification Maps.

CDC. *See* California Department of Conservation.

Section 4.13 Noise

California Department of Transportation. 2013 (September). *Technical Noise Supplement.* California Department of Transportation Division of Environmental Analysis. Sacramento, CA. Prepared by ICF Jones & Stokes. Available: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf.

Caltrans. *See* California Department of Transportation.

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

Federal Highway Administration. 2004. Traffic Noise Model, Version 2.5. Available for download at https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/purchasing_tnm/.

Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. Washington, D.C. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

———. 2018. *Transit Noise and Vibration Impact Assessment Manual.* Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

FHWA. *See* Federal Highway Administration.

FTA. *See* Federal Transit Administration.

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

Riverside County Airport Land Use Commission. 2004. *Riverside County Airport Land Use Compatibility Plan Policy Document.* Available: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/05-%20Vol.%201%20Individual%20Airports.pdf. Accessed: April 25, 2022.

———. 2010. *Initial Study and Negative Declaration: Airport Land Use Compatibility Plan for Perris Valley Airport*. Available: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2010/Perris%20Valley%20ALUCP%20Initial%20Study%20and%20Negative%20Declaration.pdf.

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

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

Section 4.14 Population & Housing

City of Perris. 2022. City of Perris General Plan, Housing Element. May.

Section 4.15 Public Services

No references were cited in this section.

Section 4.16 Recreation

No references were cited in this section.

Section 4.17 Transportation/Traffic

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

———. 2020 (May). *Transportation Impact Analysis Guidelines for CEQA*. Prepared by: RK Engineering Group. Available: https://www.cityofperris.org/home/showpublisheddocument/13245/637274076384370000. Accessed: January 2022.

———. 2020 (December). *Active Transportation Plan*. Available: https://www.cityofperris.org/home/showpublisheddocument/13732/637417399220370000. Accessed December 23, 2021.Available: https://www.cityofperris.org/home/showpublisheddocument/13732/637417399220370000. Accessed December 23, 2021.

Translutions, Inc. 2022 (April). *Addendum to the Green Valley Specific Plan (Phase 2) Traffic Impact Analysis*.

Western Riverside Council of Governments. 2019 (March). *WRCOG SB 743 Implementation Pathway Document Package*. Prepared by Fehr & Peers. Available: https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf.

WRCOG. *See* Western Riverside Council of Governments.

Section 4.18 Tribal Cultural Resources

No references were cited in this section.

Section 4.19 Utilities and Water Systems

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

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

Eastern Municipal Water District (EMWD). 2019 (September). *Water Supply Assessment Report Green Valley Specific Plan*.

———. 2021a (July). *Eastern Municipal Water District. 2020 Urban Water Management Plan*. Final.

———. 2021b. Perris Valley Regional Water Reclamation Facility. Available: https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1620227213. Accessed: May 3, 2022.

———. 2022 (April). *Water Supply Assessment Report Green Valley Specific Plan – Phase 2*.

EMWD. *See* Eastern Municipal Water District.

Section 4.20 Wildfire

California Department of Forestry and Fire Protection. 2009 (December 21). Fire and Resources Assessment Program (FRAP) map Very High Fire Hazard Severity Zones in Local Responsibility Area (LRA), As Recommended by CALFIRE. Available at: https://osfm.fire.ca.gov/media/5921/perris.pdf. Accessed on May 2, 2022.

City of Perris. 2021. City of Perris General Plan 2030, Safety Element. Revised in 2021.

Section 4.21 Mandatory Findings of Significance

PaleoWest Archaeology. 2020. *Cultural Resource Investigation in Support of the Green Valley Specific Plan – Phase 2 Project, City of Perris, Riverside County, California*. Prepared for Glenn Lukos Associates, Inc.

This page intentionally left blank.