

PERRIS DC 11 PROJECT

SCH NO. 2023090700

Prepared for:

City of Perris
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Prepared with the assistance of:

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December 2024

Final Environmental Impact Report

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Table of Contents

1. Introduction.....	1-1
2. Response to Comments.....	2-1
3. Revisions to the Draft EIR.....	3-1
4. Mitigation Monitoring and Reporting Program.....	4-1

Tables

TABLE 2-1: COMMENTS RECEIVED ON THE DRAFT EIR	2-1
TABLE 4-1: MITIGATION MONITORING AND REPORTING PROGRAM.....	4-3

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1. Introduction

This Final Environmental Impact Report (EIR) has been prepared in conformance with the California Environmental Quality Act (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) to evaluate the environmental effects that may result from construction and operation of the proposed Perris DC 11 Project (proposed Project).

According to State CEQA Guidelines Section 15132, the Final EIR shall consist of:

- (a) The Draft Environmental Impact Report or a revision of the Draft EIR;
- (b) Comments and recommendations received on the Draft EIR, either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d) The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the lead agency.

This document contains the City of Perris' responses to comments received on the Draft EIR during the public review period, which began May 10, 2024, and ended on July 29, 2024. This document has been prepared in accordance with CEQA and the State CEQA Guidelines, and represents the independent judgment of the lead agency for the proposed Project, the City of Perris. This document and the circulated Draft EIR comprise the Final EIR in accordance with State CEQA Guidelines, Section 15132.

1.1 FORMAT OF THE FINAL EIR

The following chapters are contained within this document:

Chapter 1.0, Introduction. This chapter describes CEQA requirements and the content of the Final EIR.

Chapter 2.0, Response to Comments. This chapter provides a list of agencies and organizations who commented on the Draft EIR, as well as copies of their comment letters received during and following the public review period, and the City's individual responses to the comments.

Chapter 3.0, Revisions to the Draft EIR. This chapter contains revisions made to the Draft EIR as a result of the comments received by agencies and organizations as described in Chapter 3, and/or errors and omissions discovered subsequent to release of the Draft EIR for public review.

The City of Perris has determined that none of this material constitutes significant new information that requires recirculation of the Draft EIR for further public comment under State CEQA Guidelines Section 15088.5. The additional material clarifies existing information presented in the Draft EIR and does not present any new substantive information. None of this new material indicates that the Project would result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that would not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

Chapter 4.0, Mitigation, Monitoring, and Reporting Program. This chapter includes the Mitigation Monitoring and Reporting Program. CEQA requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA Section 21081.6, State

CEQA Guidelines Section 15097). The Mitigation Monitoring and Reporting Program was prepared based on the mitigation measures included in this Final EIR, including the Draft EIR and revisions to the Draft EIR, and has been included as Chapter 4.0.

1.2 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

State CEQA Guidelines Section 15204(a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be *“on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible ... CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”*

State CEQA Guidelines Section 15204(c) further advises, *“Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.”* Section 15204 (d) also states, *“Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.”* Section 15204 (e) states, *“This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”*

In accordance with CEQA, Public Resources Code (PRC) Section 21092.5, copies of the written responses to public agencies are being forwarded to those agencies at least 10 days prior to certification of the Final EIR, with copies of this Final EIR document, which conforms to the legal standards established for response to comments on the Draft EIR pursuant to CEQA.

2. Response to Comments

Section 15088 of the State CEQA Guidelines requires the Lead Agency, the City of Perris, to evaluate comments on environmental issues received from public agencies, organizations, companies, and individuals who reviewed the Draft EIR and prepare written responses. This section includes copies of all written comment letters received on the Draft EIR and the City of Perris’ responses to the individual comments. The comment letters and specific comments are numbered for reference purposes which correspond with the City’s response. A summary of each numbered comment in the commenter’s letter precedes the City’s response.

The following is a list of public agencies, organizations, and individuals or interested parties that submitted comments on the Draft EIR during the public review and comment period (May 10, 2024, through July 29, 2024). All of the comment letters received on the Draft EIR and responses to those comments are provided on the following pages. Golden State Environmental Justice Association (GSEJA) and Advocates for the Environment submitted public comment letters which were later withdrawn by each respective party.

Table 2-1: Comments Received on the Draft EIR

Letter Number	Agency/Organization/Name	Comment Date Received
Agencies		
A1	Riverside County Airport Land Use Commission	May 28, 2024
A2	South Coast Air Quality Management District	June 26, 2024
Organizations		
O1	Californians Allied for a Responsible Economy	May 30, 2024

Letter A1: Riverside County Airport Land Use Commission (1 page)

From: [Vega, Jacqueline](#)
To: [Mathew Evans](#)
Subject: TPM22-05363, DPR2200035
Date: Tuesday, May 28, 2024 1:00:32 PM
Attachments: [image001.png](#)

Hello,

Thank you for transmitting the above referenced project to ALUC for review. Please note that the proposed project is located within zone C1 of March AIA, and review by ALUC is only required if the project proposes a legislative action (GPA, CZ), if not, City of Perris staff can conduct the review themselves.

A 1.1

Should you have any questions, please contact me.

*Jackie Vega
Urban Regional Planner II*



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[County of Riverside California](#)

Response to Letter A1: Riverside County Airport Land Use Commission, dated May 28, 2024

Comment A1.1: This comment discusses that because the proposed Project is located within zone C1 of March Airport Influence Area (AIA), review by the Airport Land Use Commission would only be required if the Project proposes a legislative action. If the Project does not propose legislative action, then the City of Perris staff can conduct the review.

Response A1.1: The comment is informational in nature and does not raise a specific issue with the adequacy of the Draft EIR. As described in Section 5.8, *Hazards and Hazardous Materials*, of the Draft EIR, the Project site is located with the C1 zone of the March AIA. As discussed in Section 3.0, *Project Description*, the Project site is properly zoned for the proposed use and the Project would not require legislative action. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is required or provided.

Letter A2: South Coast Air Quality Management District (8 pages)



SENT VIA E-MAIL:
mevans@cityofperris.org
 Mathew Evans, Project Planner
 City of Perris - Planning Division
 135 North D Street
 Perris, CA 92570

June 26, 2024

**Draft Environmental Impact Report (EIR) for the Proposed
 Perris DC 11 Project (Proposed Project)
 (SCH No.: 2023090700)**

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Perris is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided a brief summary of the project information and prepared the following comments organized by topic of concern.

A2.1

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project would involve constructing and operating a new warehouse of approximately 551,992 square feet (sq. ft) with a maximum of 25% or 136,730 sq. ft to be operated as refrigerated storage.¹ The Proposed Project is an approximately 29.79-acre site located south of Ramona Expressway, east of Webster Avenue, west of Brennan Avenue, and north of Morgan Street in the City of Perris.² The Proposed Project would have 69 loading docks³ and generates 185 daily truck trips associated with the operational activities.⁴ Since the Proposed Project would have refrigerated storage as part of the operation, there are 24 trucks or 48 two-way truck trips per day, including transportation refrigerated units (TRUs).⁵ Based on the aerial photograph, the nearest sensitive receptor (e.g., resident) is less than 50 feet north of the Proposed Project site. The proposed Project is anticipated to start construction in March 2025 and last approximately 12 months.⁶

A2.2

South Coast AQMD Staff's Comments on the Draft EIR

Inconsistent Analysis between Draft EIR and Appendix C regarding the Health Risk Assessment

Section 5.2 – Air Quality of the Draft EIR includes the health risk assessment (HRA) analysis for construction and operational scenarios associated with specific sensitive receptor locations (e.g., residential, worker, and school). In addition, Appendix C – Mobile Source Health Risk Assessment

A2.3

¹ Draft EIR, Page 3-2.
² *Ibid.*, Page 3-1.
³ *Ibid.*, Page 3-2.
⁴ *Ibid.*, Table 5.14-2 – Project Trip Generation, Page 5.14-16.
⁵ *Ibid.*, Page 5.2-26.
⁶ *Ibid.*, Page 3-5.

Mathew Evans

June 26, 2024

presents a similar analysis but utilizes different sensitive receptor locations than those in the Draft EIR. South Coast AQMD staff found that the HRA analysis is inconsistent for construction and operation scenarios for the residential receptors, leading to different cancer risk values. The conflicting information (highlighted) is shown in Table A below, with the map showing receptor locations.

Table A – Inconsistent Information between Draft EIR and Appendix C

		DEIR ⁷	Appendix C ⁸
Construction	Receptor Location-Residential	Location R2, approx. 492 ft north of the Project site	Location R6, approx. 40 ft north of the Project site
	Maximum incremental cancer risk (MICR)	0.18 in one million	2.95 in one million
Operation	Receptor Location - Residential	Location R2, approx. 492 ft north of the Project site	Location R6, approx. 40 ft north of the Project site
	MICR	0.85 in one million	3.38 in one million

**A2.3
cont.**

Figure 1: Sensitive Receptor Locations⁹



Although the cancer risks under the construction and operation impacts are less than the South Coast AQMD Air Quality Significance Thresholds¹⁰ for Toxic Air Contaminants (TACs), which

⁷ *Ibid.* Page 5.2-41.

⁸ Appendix C – Mobile Source Health Risk Assessment. Pages 23 and 24.

⁹ *Ibid.* Page 5.2-21.

¹⁰ South Coast AQMD Air Quality Significance Thresholds. Access at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf>

Mathew Evans

June 26, 2024

is 10 in one million, it is recommended that the Lead Agency revise the analysis in the Draft EIR and Appendix C with consistent information to have no discrepancy in the CEQA documents.

**A2.3
cont.**

Incorrect South Coast AQMD Localized Air Quality Thresholds Units

Section 5.2 – Air Quality in the Draft EIR and Appendix B – Air Quality Impact Analysis refer to the South Coast AQMD Air Quality Significance Thresholds for the localized construction and operational analysis and presents the thresholds in Table 5.2-5¹¹ and Table 3-1,¹² respectively. The localized air quality threshold values are correct, but the units are inaccurate. The proper units for localized air quality thresholds should be ppm for NO_x and CO and ug/m³ for PM₁₀ and PM_{2.5} instead of lb/day. The Lead Agency is recommended to revise the localized air quality threshold units in the Final EIR and its appendices.

A2.4

Incorrect South Coast AQMD Rule Reference

Section 5.2 – Air Quality in the Draft EIR discusses the local regulations, and under the City of Perris Good Neighborhood Guidelines, Policy 2.1a states that “restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485) ...”¹³ The statement refers to South Coast AQMD Rule 2485; however, there is no such rule in the South Coast AQMD rule book.¹⁴ It is important to note that the correct sources should be utilized while discussing information. Thus, the Lead Agency should revise the discussion and include the proper source in the Final EIR.

A2.5

Additional Recommended Air Quality and Greenhouse Gases Mitigation Measures and Project Design Considerations

CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce the Proposed Project’s air quality impacts, South Coast AQMD recommends incorporating the following mitigation measures and project design considerations into the Final EIR.

A2.6

Mitigation Measures for Operational Air Quality Impacts

Mobile Sources

1. Require zero-emission (ZE) or near-zero emission (NZE) on-road haul trucks, such as heavy-duty trucks with natural gas engines that meet the CARB’s adopted optional NO_x emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible.

A2.7

Note: Given the state’s clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks, such as the Advanced Clean Trucks Rule and the Heavy-duty Low NO_x Omnibus Regulation, ZE and NZE trucks will become increasingly more available to use.

¹¹ *Ibid.* Page 5.2-24.

¹² Appendix B – Air Quality Impact Analysis. Page 48.

¹³ *Ibid.* Page 5.2-10.

¹⁴ South Coast AQMD Rule Book. Access at: <http://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book>

Mathew Evans

June 26, 2024

- 2. Require a phase-in schedule to incentivize the use of cleaner operating trucks to reduce any significant adverse air quality impacts.

Note: South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

- 3. Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- 4. Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure, and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

**A2.7
cont.**

Other Area Sources

- 1. Maximize the use of solar energy by installing solar energy arrays.
- 2. Use light-colored paving and roofing materials.
- 3. Utilize only Energy Star heating, cooling, and lighting devices and appliances.

A2.8

Design Considerations for Reducing Air Quality and Health Risk Impacts

- 1. Clearly mark truck routes with trailblazer signs so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, daycare centers, etc.).
- 2. Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- 3. Design the Proposed Project such that any truck check-in point is inside the Proposed Project site to ensure no trucks are queuing outside.
- 4. Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- 5. Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

A2.9

Lastly, the South Coast AQMD also suggests that the Lead Agency conduct a review of the following references and incorporate additional mitigation measures as applicable to the Proposed Project in the Final EIR:

A2.10

Mathew Evans

June 26, 2024

1. State of California – Department of Justice: Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act¹⁵
2. South Coast AQMD 2022 Air Quality Management Plan,¹⁶ specifically:
 - a) Appendix IV-A – South Coast AQMD’s Stationary and Mobile Source Control Measures
 - b) Appendix IV-B – CARB’s Strategy for South Coast
 - c) Appendix IV-C – SCAG’s Regional Transportation Strategy and Control Measure
3. United States Environmental Protection Agency (U.S. EPA): Mobile Source Pollution - Environmental Justice and Transportation.¹⁷

A2.10
cont.

South Coast AQMD Air Permits and Role as a Responsible Agency

The Draft EIR mentions that the Proposed Project would require an emergency generator and a single fire water pump.¹⁸ Hence, air permits from South Coast AQMD will be required, and the role of South Coast AQMD will change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, the Lead Agency is required to consult with South Coast AQMD. In addition, CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the Final EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project.

A2.11

The Final EIR should also include calculations and analyses for construction and operation emissions for the new stationary and portable sources, as this information will also be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD’s Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD’s webpage at <http://www.aqmd.gov/home/permits>.

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA

A2.12

¹⁵ State of California – Department of Justice, Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Available at: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>

¹⁶ South Coast AQMD, 2022 Air Quality Management Plan (AQMP). Available at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>

¹⁷ United States Environmental Protection Agency (U.S. EPA), Mobile Source Pollution - Environmental Justice and Transportation. Available at: <https://www.epa.gov/mobile-source-pollution/environmental-justice-and-transportation>

¹⁸ *Ibid.* Page 5.2-26.

Mathew Evans

June 26, 2024

Guidelines Section 15088(c), if the Lead Agency’s position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

**A2.12
cont.**

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:DN
RVC240515-07
Control Number

From: Mathew Evans <mevans@cityofperris.org>
Sent: Tuesday, June 4, 2024 11:34 AM
To: Meaghan Truman <Mtruman@epdsolutions.com>
Subject: FW: Technical Data Request: Proposed Peris DC 11 Project

[NON-EPD]

FYI – see below, thank you

From: Danica Nguyen <dnguyen1@aqmd.gov>
Sent: Tuesday, June 4, 2024 7:51 AM
To: Mathew Evans <mevans@cityofperris.org>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: Technical Data Request: Proposed Peris DC 11 Project

Dear Matthew Evans,

South Coast AQMD staff received the Draft Environmental Impact Report (EIR) for the Proposed Perris DC 11 Project (South Coast AQMD Control Number: RVC240515-07). The public commenting period is from 05/10/2024 to 06/24/2024.

A2.13

Upon reviewing the files provided as part of the public review period, I was able to access the Draft EIR and its appendices via the City’s website.

Please provide all technical documents related to air quality, health risk, and GHG analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries) that were used to quantify the air quality impacts

from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv or .json files);
- EMFAC output files (not PDF files);
- All emission calculation spreadsheet file(s) (not PDF files) used to calculate the Project's emission sources (i.e., truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- Any HARP Input and Output files and/or cancer risk calculation files (excel file(s); not PDF) used to calculate cancer risk and chronic and acute hazards from the Project;
- Any files related to post-processing done outside AERMOD to calculate pollutant-specific concentrations (if applicable).

A2.13

You may send the files mentioned above via a Dropbox link, which may be accessed and downloaded by South Coast AQMD staff **by COB on Tuesday, 06/11/2024**. Without all files and supporting documentation, South Coast AQMD staff will be unable to promptly complete a review of the air quality analyses. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

If you have any questions regarding this request, please don't hesitate to contact me.
Regards,

Danica Nguyen

Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

Response to Letter A2: South Coast Air Quality Management District, dated June 26, 2024

Comment A2.1: This comment provides an introduction to the comment letter and states that the South Coast Air Quality Management District (AQMD) is appreciative of their opportunity to comment.

Response A2.1: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the EIR, no further response is required or provided.

Comment A2.2: This comment summarizes the Project description from the Draft EIR. The comment includes the proposed dimensions, the location of the site, total truck trips, length of construction and the projects anticipated inclusion of refrigerated storage. The comment states that the nearest sensitive receptor is less than 50 feet north of the Project site.

Response A2.2: The commenter inaccurately states that the closest sensitive receptor is less than 50 feet north of the Project site. However, as discussed on page 5.2-9 and shown in Figure 5.2-1, *Sensitive Receptor Locations*, of the Draft EIR, Location R6 represents Jr Construction Clean Up, Inc. at 3772 Brennan Avenue. While this location appears to contain a residence, the parcel actually operates as an industrial-type business. Therefore, this receptor location represents a worker receptor and not a sensitive receptor. The closest sensitive receptor is located at Val Verde Regional Learning Center, located approximately 240 feet southwest of the Project site.

Comment A2.3: This comment explains that there is an inconsistent analysis between the Draft EIR and Appendix C regarding the Health Risk Assessment. The comment points out that the sensitive receptors vary between the two and states that South Coast AQMD staff found that the HRA analysis is inconsistent for construction and operation scenarios for the residential receptors. The comment suggests that the Lead Agency revise the analysis in the Draft EIR and Appendix C to avoid discrepancy in the CEQA document.

Response A2.3: The analysis included in Section 5.2, *Air Quality*, of the Draft EIR, provides the correct health risk assessment analysis based off of the Mobile Source Health Risk Assessment prepared by Urban Crossroads on March 6, 2024, and an incorrect draft version dated February 20, 2024, was mistakenly uploaded to the City's website and State Clearinghouse previously. Based on the comment received from the South Coast AQMD, the correct Appendix C, *Mobile Source Health Risk Assessment*, was uploaded to the City's website and submitted to the State Clearinghouse website for public review on June 27, 2024. In addition, the end of the public review period was extended to July 29, 2024. As shown on page 1 of the correct Draft EIR Appendix C, the residential land use with the greatest potential exposure to the construction-source and operational-source diesel particulate matter emissions is Location R2, located approximately 492 feet north of the Project site at an existing residence located at 4063 North Webster Avenue.

The incorrect draft Appendix C identified Location R6 as a sensitive receptor. This was done before this location was confirmed as a non-sensitive receptor during a follow-up field visit. As discussed in Response A3.2, Location R6 represents Jr Construction Clean Up, Inc., which is a worker receptor and not a sensitive receptor and the potential impacts shown in the Draft EIR are correct. No further revisions to the Draft EIR are warranted. As substantiated by the responses above and below, none of the conditions arise which would require recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5. No new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented, there is no substantial increase in the severity of an environmental impact, no feasible project alternative or mitigation measure considerably different from others previously analyzed would lessen the environmental impacts of the proposed Project, and the Draft EIR is not fundamentally inadequate and conclusory in nature.

Comment A2.4: This comment states that the localized air quality threshold values referenced in the Draft EIR and Appendix B are correct, however the units are inaccurate. The comment states that the proper units

for localized air quality thresholds should be ppm for NO_x and CO and µg/m³ for PM₁₀ and PM_{2.5} instead of lb/day. The Lead Agency is recommended to revise the localized air quality threshold units in the Final EIR and its appendices.

Response A2.4: In response to this comment, page 5.2-24 of the Draft EIR and page 48 of Appendix B have been revised in Chapter 3.0, *Errata*, of this Final EIR, as follows:

Table 3-1: South Coast AQMD Localized Air Quality Thresholds

Pollutant	Construction	Operational
NO _x	0.18 pounds/day <u>ppm</u>	0.18 <u>ppm</u> pounds/day
PM ₁₀	10.4 <u>ug/m3</u> pounds/day	2.5 <u>ug/m3</u> pounds/day
PM _{2.5}	10.4 <u>ug/m3</u> pounds/day	2.5 <u>ug/m3</u> pounds/day
CO (1-Hour)	20 <u>ppm</u> pounds/day	20 <u>ppm</u> pounds/day
CO (8-Hour)	9 <u>ppm</u> pounds/day	9 <u>ppm</u> pounds/day

This comment does not change the conclusions of the Draft EIR or provide substantial evidence of a significant environmental impact that was not evaluated in the Draft EIR.

Comment A2.5: This comment references Policy 2.1 under the City of Perris Good Neighbor Guidelines which references the South Coast AQMD Rule 2485. However, the comment states that the rule referenced does not exist therefore the Lead Agency should revise the discussion and include the proper source in the Final EIR.

Response A2.5: Policy 2.1 within Draft EIR Section 5.2, *Air Quality*, was copied directly from the adopted City of Perris Good Neighbor Guidelines. However, based on the comment, Policy 2.1 has been revised within the Draft EIR to correctly reflect that the Project would be required to comply the California Air Resources Board (CARB) Airborne Toxic Control Measure (ATCM) from California Code of Regulations (CCR) Title 13, Section 2485. This comment does not change the conclusions of the Draft EIR or provide substantial evidence of a significant environmental impact that was not evaluated in the Draft EIR. No further response is required.

Comment A2.6: This comment introduces the suggested mitigation measures that follow this comment. The comment also states that CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize significant adverse air quality impacts.

Response A2.6: As detailed in the Impact AQ-2 discussion that begins on page 5.2-27 of the Draft EIR, the Project would result in emissions of all criteria pollutants, including NO_x, PM_{2.5}, and PM₁₀, that would be below the South Coast AQMD’s thresholds of significance during construction and operation. Further, as discussed under Impact AQ-3 beginning on page 5.2-30 of the Draft EIR, the emissions generated by the Project would not exceed the South Coast AQMD’s localized significance thresholds and health risk thresholds. Therefore, potential air quality impacts would be less than significant and no mitigation measures are required. As such, pursuant to State CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B) there is no nexus for requiring any mitigation to reduce less than significant air quality impacts. However, the Project site is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris and the Project would be required to implement all applicable mitigation measures from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR. These mitigation measures for air quality impacts identified on pages 5.2-45 through 5.2-49 of the Draft EIR would further reduce the construction-related and operational emissions of the Project.

Comment A2.7: This comment includes four suggested mitigation measures for reducing emissions related to operational mobile sources. The mitigation measures include requiring zero-emission or near-zero emission

on-road haul trucks, require a phase-in schedule, limiting the number of daily trucks allowed, and providing electric vehicle charging stations for truckers to plug in.

Response A2.7: As discussed in Response A2.6, emissions associated with regional criteria pollutants and health risk would not exceed the South Coast AQMD's thresholds of significance. Therefore, the Draft EIR correctly concluded that potential impacts related to air quality would be less than significant and no mitigation measures are required. As such, pursuant to State CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B) there is no nexus for requiring any mitigation to reduce less than significant air quality impacts. However, the Project would be required to implement all applicable mitigation measures from the PVCCSP EIR and these mitigation measures for air quality impacts identified on pages 5.2-45 through 5.2-49 of the Draft EIR would further reduce the construction-related and operational emissions of the Project.

Regarding the suggestion to limit truck trips to levels analyzed within the Final EIR, the Draft EIR incorporates a conservative, worst-case analysis, evaluating the Project utilizing trip rates from the TUMF High-Cube Warehouse Trip Generation Study and truck splits from the South Coast AQMD Warehouse Truck Study Fleet Mix with cold storage. In addition, the Draft EIR identifies the maximum daily emissions that would occur from both construction and operation of the Project. Should there be future proposed changes to the Project, such as a building square footage or cold storage increases that would allow an increase of development, that may have the potential to increase vehicle trips, truck trips, or other sources of air quality emissions, a CEQA analysis would be required to evaluate (and thus model) the potential impacts related to the increase. Should additional potential impacts be identified, new mitigation measures would be applied.

Comment A2.8: This comment includes additional mitigation measures for reducing emissions from operational area sources such as maximizing the use of solar energy, light-colored paving and roofing materials, and energy star heating, cooling, and lighting devices and appliances.

Response A2.8: As discussed in Response A2.6, emissions associated with regional criteria pollutants and health risk would not exceed the South Coast AQMD's thresholds of significance. Therefore, the Draft EIR correctly concluded that impacts related to air quality would be less than significant and no mitigation measures are required. As such, pursuant to State CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B) there is no nexus for requiring any mitigation to reduce less than significant air quality impacts. However, the Project would be required to implement all applicable mitigation measures from the PVCCSP EIR and these mitigation measures for air quality impacts identified on pages 5.2-45 through 5.2-49 of the Draft EIR would further reduce the construction-related and operational emissions of the Project. In addition, as discussed on Draft EIR page 3-2, the Project would be designated to achieve LEED Silver certification, which would require the implementation of multiple emissions-reducing building design features.

Comment A2.9: This comment provides a list of design considerations for reducing air quality and health risk impacts. The suggested design considerations include clearly marking truck routes, placing truck entrances and exits away from sensitive land uses, placing truck check points within the site, keeping truck traffic inside the proposed Project as far away from sensitive receptors, and providing overnight truck parking inside the proposed Project site.

Response A2.9: As discussed in Response A2.6, the localized emissions and diesel particulate matter health risks would not exceed the South Coast AQMD's thresholds of significance. Therefore, the Draft EIR correctly concluded that impacts related to air quality would be less than significant and no mitigation measures are required. As such, pursuant to State CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B) there is no nexus for requiring any mitigation to reduce air quality impacts.

However, the Project would be required to implement all applicable mitigation measures from the PVCCSP EIR and these mitigation measures for air quality impacts identified on pages 5.2-45 through 5.2-49 of the Draft EIR would further reduce the construction-related and operational emissions of the Project. In addition,

the Project would implement many of the City of Perris's Good Neighbor Guidelines, which would include marking truck routes, designing truck entrances away from sensitive land uses, limiting off-site queuing, and providing adequate onsite overnight truck parking.

Comment A2.10: This comment lists a variety of resources which they suggest the Lead Agency refer to, to come up with additional mitigation measures. These resources include the State of California Department of Justice, South Coast AQMD 2022 Air Quality Management Plan, and the United States Environmental Protection Agency.

Response A2.10: As discussed in Response A2.6, emissions associated with regional and localized criteria pollutants and diesel particulate matter health risks would not exceed the South Coast AQMD's thresholds of significance. Therefore, the Draft EIR correctly concluded that impacts related to air quality would be less than significant and no mitigation measures are required. As such, pursuant to State CEQA Guidelines Section 15126.4, subd. (a)(4)(A)–(B) there is no nexus for requiring any mitigation to reduce air quality impacts. However, the Project would be required to implement all applicable mitigation measures from the PVCCSP EIR and these mitigation measures for air quality impacts identified on pages 5.2-45 through 5.2-49 of the Draft EIR would further reduce the construction-related and operational emissions of the Project.

Comment A2.11: This comment explains that the South Coast AQMD's role will change from a Commenting Agency to a Responsible Agency due to the proposed Project's inclusion of an emergency generator and a fire water pump. The South Coast AQMD requests that the Final EIR include dialogue discussing that the stationary and portable equipment will require the South Coast AQMD to be a Responsible Agency for the proposed Project. This comment also states that the Final EIR should include calculations and analyses for construction and operation emissions of the stationary and portable resources. The comment is included with the contact information for South Coast AQMD staff for further questions.

Response 2.11: As discussed in Chapter 3.0, *Project Description*, of the Draft EIR, individual end users of the building have not been identified; however, in order to provide a conservative analysis, the Draft EIR assumes that 136,730 square feet of the building could be used for refrigerated storage. In addition, the Draft EIR conservatively assumes that the Project would require an emergency generator and fire pump and lists the South Coast AQMD as a responsible agency due to the potential for the South Coast AQMD to issue permits for the emergency generator and fire pump. As discussed on page 5.2-26 of the Draft EIR, for modeling purposes it was assumed that a single diesel-fueled fire pump would operate at 150 horsepower for 50 hours during the year and the emergency generator would operate at 350 horsepower for 50 hours during the year. The emissions associated with this onsite equipment were modeled and are provided in Tables 5.2-7, 5.2-10, 5.7-2, and the Mobile Source Health Risk Assessment analysis (Appendix C of the Draft EIR). Therefore, no additional analysis is required within the Final EIR.

Comment A2.12: This comment concludes the South Coast AQMD's discussion and summarizes the standard practice for Lead Agencies when responding to Public Agencies comments. The comment also thanks the Lead Agency for giving the South Coast AQMD the opportunity to comment on the Draft EIR and contact information if future questions arise.

Response A2.12: The comment is conclusionary in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is required or provided.

Comment A2.13: This comment provides an introduction to the email and states that the South Coast AQMD has received the Draft EIR and is reviewing. The comment requests all technical documents related to air quality, health risk, and greenhouse gas (GHG) analyses, electronic versions of all emission calculation files, and air quality modeling and health risk assessment files (complete files, not summaries), that were used to

quantify the air quality impacts from construction and/or operation of the proposed Project to be uploaded to a Dropbox link for South Coast AQMD review.

Response A2.13: The comment is introductory in nature and does not raise a specific issue with the adequacy of the Draft EIR. In response to the request for information, the technical documentation was compiled, and a Dropbox link was emailed by the City to South Coast AQMD staff on June 4, 2024. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is required or provided.

Letter O1: Adams Broadwell Joseph & Cardozo on behalf of Californians Allied for a Responsible Environment (2 pages)

ADAMS BROADWELL JOSEPH & CARDOZO

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Of Counsel
MARC D. JOSEPH
DANIEL L. CARDOZO

May 30, 2024

VIA EMAIL AND U.S. MAIL

Kenneth Phung, Director of Development Services
City of Perris
Development Services Department
135 N. D Street
Perris, CA 92570
Email: kphung@cityofperris.org;
dsplanning@cityofperris.org

Nancy Salazar, City Clerk
City of Perris
Perris City Hall
101 N. D Street
Perris, CA 92570
Email: cityclerk@cityofperris.org

VIA EMAIL ONLY

Mathew Evans, Project Planner
Email: mevans@cityofperris.org

Re: Request for Immediate Access to Documents Referenced in the Draft Environmental Impact Report – Perris DC 11 Project (SCH No. 2023090700; Tentative Parcel Map 22-05363; Development Plan Review 22-00035)

Dear Mr. Phung, Ms. Salazar, and Mr. Evans:

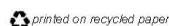
We are writing on behalf of Californians Allied for a Responsible Economy (“CARE CA”) to request ***immediate access*** to any and all documents referenced, incorporated by reference, and relied upon in the Draft Environmental Impact Report (“DEIR”) prepared for the Perris DC 11 Project (SCH No. 2023090700; Tentative Parcel Map 22-05363; Development Plan Review 22-00035) (“Project”), proposed by Prologis, L.P. (“Applicant”). ***This request excludes a copy of the DEIR and its appendices. This request also excludes any documents that are currently available on the City of Perris website.***¹

O1.1

The Project proposes the construction and operation of a new high-cube warehouse totaling approximately 551,922 square feet (SF), inclusive of 536,922 SF of warehouse space, 10,000 SF of ground floor office space and 5,000 SF of mezzanine office space on a 29.5-acre gross Project site in the City of Perris,

¹ Accessed https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-/folder-399#docan1206_1313_479 on May 30, 2024.

7277-004j



May 30, 2024
Page 2

Riverside County, California. The Project would also include offsite infrastructure improvements encompassing approximately 0.29-acre within Webster Avenue and Ramona Expressway. The Project site is located east of Webster Avenue, south of Ramona Expressway, west of Brennan Avenue, and north Morgan Street (Assessor Parcel numbers: 303-020-019, -034, -035, -036, -037, -038, -039, -040, -041, -042, -055, -056, and -057).

Our request for ***immediate access*** to all documents referenced in the DEIR **is made pursuant to the California Environmental Quality Act (“CEQA”), which** requires that all documents referenced, incorporated by reference, and relied upon in an environmental review document be made available to the public for the entire comment period.²

O1.1
cont.

Please use the following contact information for all correspondence:

U.S. Mail

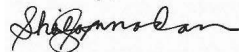
Sheila M. Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

If you have any questions, please call me at (650) 589-1660 or email me at ssannadan@adamsbroadwell.com. Thank you for your assistance with this matter.

Sincerely,

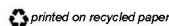


Sheila M. Sannadan
Legal Assistant

SMS:lj1

² See Public Resources Code § 21092(b)(1) (stating that “all documents referenced in the draft environmental impact report” shall be made “available for review”); 14 Cal. Code Reg. § 15087(c)(5) (stating that all documents incorporated by reference in the EIR . . . shall be readily accessible to the public”); see also *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 442, as modified (Apr. 18, 2007) (EIR must transparently incorporate and describe the reference materials relied on in its analysis); *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831 (“[W]hatever is required to be considered in an EIR must be in that formal report. . .”), internal citations omitted.

7277-004j



Response to Letter O1: Adams Broadwell Joseph & Cardozo on behalf of Californians Allied for a Responsible Environment, dated May 30, 2024

Comment O1.1: The comment requests immediate access to all sources referenced in the Draft EIR. The comment provides a summary of the proposed Project, the proposed off-site improvements, and the location of the site.

Response O1.1: In response to the request for information, the documentation was compiled, and a link to a OneDrive shared folder was emailed by City staff on June 28, 2024 to the provided contact. The comment is informational in nature and does not raise a specific issue with the adequacy of the Draft EIR. Because the comment does not express any specific concern or question regarding the adequacy of the Draft EIR, no further response is required or provided.

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3. Revisions to the Draft EIR

This section contains revisions to the Draft EIR based upon: (1) clarifications required to prepare a response to a specific comment; and/or (2) typographical errors. The provision of these changes and additional information does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout~~ text to indicate deletions and in **bold double underline** text to signify additions.

The following text has been revised in response to comments received on the Draft EIR and corrections identified by the City.

Chapter 1, Executive Summary

Page 1-2, Section 1.3, *Project Objectives*, is revised as follows:

The Perris DC 11 Project site plan has been designed to meet a series of Project-specific objectives that have been crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

1. To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Perris and thereby promote economic growth.
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
5. To develop a new ~~industrial~~-project that would utilize a major truck route to limit truck traffic through residential neighborhoods.
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

Page 1-22, Table 1-1, *Summary of Impacts, Mitigation Measures, and Level of Significance*, is revised as follows:

PDF TR-2: Bicycle Facilities. The Project applicant shall construct a ~~13-foot-wide Class 1 Multi-Use Path~~ **10-foot-wide sidewalk** along Ramona Expressway, a 4- to 5-foot-wide bikeway along Webster Avenue, and refresh ~~stripping~~ **striping** on the adjacent streets.

Chapter 3. Project Description

Page 3-1 to 3-2, Section 3.3, *Project Objectives*, is revised as follows:

The Perris DC 11 Project has been proposed and designed to meet a series of Project-specific objectives that have been crafted in order to ensure the Project develops a quality industrial development. The Project

objectives have been refined throughout the planning and design process for the Project, and are listed below:

- To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Perris and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
- To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current General Plan and zoning designations that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

Page 3-4, Section 3.4.1, Project Features, is revised as follows:

The Project includes construction of a ~~13-foot-wide Class 1 Multi-Use Path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway.

Page 3-7, Section 3.6, Plans, Programs, and Policies and Project Design Features, is revised as follows:

PDF TR-2: Bicycle Facilities. The Project shall construct a ~~13-foot-wide Class 1 Multi-Use Path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway, a 4- to 5-foot-wide Class 2 bikeway along the Project frontage with Webster Avenue, and refresh ~~stripping~~ **striping** on the adjacent streets.

Section 5.2, Air Quality

Page 5.2-10, Section 5.2.2.4, Local Regulations, is revised as follows:

Policy 2.1 Minimize the air quality impacts of trucks on sensitive receptors by:

- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (~~SCAQMD Rule~~ **California Code of Regulations Title 13, Section 2485**). A driver of a vehicle shall turn off the engine upon stopping at a destination.
- b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
- c) Providing ingress and egress for trucks away from sensitive receptors.
- d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to

issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.

- h) Encouraging replacement of diesel fleets with new model vehicles.
- i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

Page 5.2-24, Table 5.2-5, South Coast AQMD Localized Air Quality Thresholds, is revised as follows:

Table 5.2-5: South Coast AQMD Localized Air Quality Thresholds

Re	Construction	Operational
NO _x	0.18 pounds/day <u>ppm</u>	0.18 <u>ppm</u> pounds/day
PM ₁₀	10.4 <u>ug/m3</u> pounds/day	2.5 <u>ug/m3</u> pounds/day
PM _{2.5}	10.4 <u>ug/m3</u> pounds/day	2.5 <u>ug/m3</u> pounds/day
CO (1-Hour)	20 <u>ppm</u> pounds/day	20 <u>ppm</u> pounds/day
CO (8-Hour)	9 <u>ppm</u> pounds/day	9 <u>ppm</u> pounds/day

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Section 5.10, Land Use and Planning

Page 5.10-20, the last row of column “Project Consistency” in Table 5.10-3, General Plan Consistency, is revised as follows:

Consistent. The Project includes construction of a ~~13-foot-wide Class 1 Multi-Use path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway. A 6-foot-wide sidewalk and a 4 to 5-foot-wide bikeway would be constructed along the Project frontage with Webster Avenue.

Section 5.12, Population and Housing

The sixth reference on page 5.12-7 is revised as follows:

DOF (California Department of Finance). (May 2023). E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-~~2024~~ with 2020 Benchmark. Accessed on August 14, 2023, from <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>
~~.https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/.~~

Section 5.14, Transportation

Page 5.14-14, the second paragraph under Impact TR-1, is revised as follows:

Bicycle Facilities: As detailed previously, within the Project vicinity, the City of Perris General Plan Circulation Element recommends a Separated Bikeway (Class IV) for Ramona Expressway and a Bicycle Lane (Class II)

Morgan Street, Webster Avenue, and Indian Avenue. No other roadways in the Project vicinity are designated for bike lanes. As detailed in Section 3.0, *Project Description*, the Project includes the construction of a ~~13-foot-wide Class I Multi-Use Path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway, Construction of a 4- to 5-foot-wide Class II bike lane along Webster Avenue, and refresh striping on the adjacent streets, thereby improving bicycle facilities and network. The PVCCSP includes various standards and guidelines for the provision of onsite and offsite roadway improvements, vehicular and non-vehicular circulation, and site access. Moreover, the proposed street improvements would be developed in accordance with the PVCCSP standards and guidelines. As a result, the Project would not result in any conflicts with City's existing and planned bike lanes. Thus, impacts related to bicycle facilities would not occur.

Page 5.14-15, Impact TR-1, is revised as follows:

Pedestrian Facilities: As detailed previously, sidewalks currently exist along the west and east sides of Brennan Avenue, and along the south side of Morgan Street. As detailed in Section 3.0, *Project Description*, construction of a ~~13-foot-wide class I Multi-Use path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway and construction of a 6-foot-wide sidewalk along the Project frontage with Webster Avenue, thereby improving pedestrian facilities and the sidewalk network. As previously stated, the proposed street improvements would be developed in accordance with the PVCCSP standards and guidelines. As a result, the Project would not result in any conflicts with the existing and planned pedestrian network. Thus, impacts related to pedestrian facilities would not occur.

Page 5.14-23, Impact TR-3, is revised as follows:

As stated in Section 3.0, *Project Description*, the Project would include construction of a ~~13-foot-wide Class I Multi-Use Path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway. In addition, Ramona Expressway would be widened by 12 feet. A 6-foot-wide sidewalk and 4 to 5-foot-wide bikeway would be constructed along the Project frontage with Webster Avenue. In addition, the existing right of way dedication on Webster Avenue would be widened by 3 feet. The Project would also install new streetlights and refresh striping on the streets. The existing traffic signal on the intersection of Ramona Expressway and Webster Avenue would be relocated with the new curb alignment.

Page 5.14-25, Section 5.14.9, *Project Design Features*, is revised as follows:

PDF TR-2: Bicycle Facilities. The Project applicant shall construct a ~~13-foot-wide Class I Multi-Use Path~~ **10-foot-wide sidewalk** along the Project frontage with Ramona Expressway, a 4- to 5-foot-wide Class 2 bikeway along the Project frontage with Webster Avenue, and refresh ~~striping~~ **striping** on the adjacent streets.

The second reference on page 5.14-27 is revised as follows:

City of Perris. (August 26, 2022a). Environmental Justice Element.
<https://www.cityofperris.org/home/showpublisheddocument/15026/637807115505230000>
<https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000>

Section 7.0, Alternatives

Page 7-3, Section 7.3, *Project Objectives*, is revised as follows:

The Project objectives are designed to ensure the Project develops a quality industrial development. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Perris and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
- To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

Appendix B, Air Quality Report

Page 48, Table 3-1, SCAQMD Regional and Localized Significance Thresholds (2 of 2), is revised at follows:

Table 3-1: SCAQMD Regional and Localized Significance Thresholds (2 of 2)

Pollutant	Localized Construction Thresholds	Localized Operational Thresholds
NO _x	0.18 lbs/day ppm	0.18 lbs/day ppm
PM ₁₀	10.4 ug/m3 lbs/day	2.5 ug/m3 lbs/day
PM _{2.5}	10.4 ug/m3 lbs/day	2.5 ug/m3 lbs/day
CO (1-Hour)	20 ppm lbs/day	20 ppm lbs/day
CO (8-Hour)	9 ppm lbs/day	9 ppm lbs/day

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4. Mitigation Monitoring and Reporting Program

4.1 INTRODUCTION

CEQA requires a lead or public agency that approves or carries out a project for which an Environmental Impact Report has been certified which identifies one or more significant adverse environmental effects and where findings with respect to changes or alterations in the project have been made, to adopt a "...reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" (CEQA, Public Resources Code Sections 21081, 21081.6).

A Mitigation Monitoring and Reporting Program is required to ensure that adopted mitigation measures are successfully implemented. The City of Perris is the Lead Agency for the Perris DC 11 Project and is responsible for implementation of the mitigation measures adopted for the Project.

4.2 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program for the Project will be active through all phases of the Project, including design, construction, and operation. The attached table identifies the mitigation program required to be implemented by the City for the Project. The table identifies mitigation measures required by the City to mitigate or avoid significant impacts associated with the implementation of the Project, the timing of implementation, and the responsible party or parties for monitoring compliance.

The Mitigation Monitoring and Reporting Program also includes a column that will be used by the compliance monitor (individual responsible for monitoring compliance) to document when implementation of the measure is completed. As individual mitigation measures are completed, the compliance monitor will sign and date the Mitigation Monitoring and Reporting Program, indicating that the required actions have been completed.

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Table 4-1: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
AESTHETICS				
<p>AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.</p>	<p>Prior to issuance of grading permits.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
AIR QUALITY				
<p>PVCCSP MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for the project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	<p>Prior to issuance of grading permits.</p>	<p>City Engineering Department</p>	<p>Approval of required traffic control plan.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading</p>	<p>Prior to issuance of grading permits.</p>	<p>City Planning Division</p>	<p>Submittal of dust control plan approved by the South Coast AQMD or other proof of compliance with Rule 403.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>permit issuance. Dust control measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Requiring the application of non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • Keeping disturbed/loose soil moist at all times, • Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and equipment leaving the site each trip, • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, • Suspending all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 miles per hour, • Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation, • Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, • Replacement of ground cover in disturbed areas as quickly as possible. 				
<p>PVCCSP MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.</p>	<p>Prior to issuance of grading and building permits.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>PVCCSP MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris’ Building Division prior to issuance of grading permits.</p>	<p>Prior to issuance of grading permits.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris’ Building Division prior to issuance of a grading permit.</p>	<p>Prior to issuance of grading permits.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers’ specifications to the satisfaction of the City of Perris’ Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris’ Building Division.</p>	<p>Prior to issuance of grading permits and infrequently during grading and construction.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor contracts. Periodic review of equipment maintenance records and equipment design.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVL) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.</p>	<p>Prior to the issuance of a building permit.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>PVCCSP MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with the mitigation measure prior to issuance of a building permit for that project.</p>	<p>Prior to the issuance of a building permit.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 11: Signage shall be posted at all loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p>	<p>Prior to issuance of a certificate of occupancy.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in building specifications. Inspection to verify placement of signs.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</p>	<p>Prior to issuance of a certificate of occupancy.</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in building specifications.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 13: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest of each implementing development project shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential</p>	<p>Prior to issuance of a certificate of occupancy and annually thereafter.</p>	<p>City Planning Division</p>	<p>Verify that tenants have been provided with the required information.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD’s website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.</p>				
<p>PVCCSP MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits.</p>	<p>Prior to issuance of a certificate of occupancy.</p>	<p>City Planning Division</p>	<p>Verify that designated parking spaces for high-occupancy vehicles and vans are included in building plans.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris’ Building Division) prior to conveyance of applicable streets.</p>	<p>Prior to conveyance of applicable streets.</p>	<p>City Engineering Department</p>	<p>Verify that lighting plans provide energy-efficient street lighting.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Air 20: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building’s energy efficiency 15 percent beyond Title 24 and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.</p>	<p>Prior to issuance of building permits.</p>	<p>City Building Division</p>	<p>Review checklist documenting calculations with building plans.</p>	<p>Initials: _____ Date: _____</p>
<p>BIOLOGICAL RESOURCES</p>				
<p>BR-1: In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, and/or removal of trees and vegetation) shall be avoided during the nesting season (generally February 1 to September 15 although the</p>	<p>Prior to issuance of grading permits.</p>	<p>City Planning Division</p>	<p>Verify that nesting bird survey has been completed as specified.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>nesting season may be extended due to weather and drought conditions) of potentially occurring native and migratory bird species. If site-preparation activities for the Project are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.</p> <p>If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.</p>			<p>If nests are encountered, monitoring report shall be submitted to the City of Perris Planning Division.</p>	

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES				
<p>CR-1: Archaeological Monitoring. 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, n.d.; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City.</p> <p>The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians for a Native American 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 Native American tribal representative(s) should be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time</p>	<p>Prior to the issuance of grading permits; During construction.</p>	<p>City Planning Division</p>	<p>Verify that archaeologist has been retained and contracted for specified work.</p> <p>Verify that Native American tribal agreement has been signed.</p> <p>Submittal of Report of Findings.</p>	<p>Initials: _____</p> <p>Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American 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.</p> <p>The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>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</p>				

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<p>cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative(s) shall be notified. The designated Native American tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>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.</p> <p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is</p>				

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<p>no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center and the Native American tribe(s) involved with the Project.</p>				
<p>CR-2: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. 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).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American 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 there is disagreement</p>	<p>If human remains are found during subsurface excavation.</p>	<p>City Planning Division</p>	<p>Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable.</p>	<p>Initials: _____</p> <p>Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>regarding the disposition of the remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p> <p>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.</p>				
GEOLOGY AND SOILS				
<p>GS-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations, including offsite excavations, at or below five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. Monitoring of Mesozoic quartzite and any artificial fill or disturbed soils is not warranted. 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.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered</p>	<p>Prior to the issuance of grading permits; During subsurface excavation.</p>	<p>City Planning Division</p>	<p>Verify that PRIMMP has been prepared and implemented.</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>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.</p> <p>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, will signify completion of the program to mitigate impacts to paleontological resources.</p>				
HAZARDS AND HAZARDOUS MATERIALS				
<p>PVCCSP MM Haz 2: Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.</p>	<p>Prior to the recordation of a final map, the issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first.</p>	<p>City Panning Division</p>	<p>Verification of evidence of conveyance of an avigation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded.</p>	<p>Initials: _____</p> <p>Date: _____</p>
<p>PVCCSP MM Haz 3: Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.</p>	<p>Prior to issuance of building permits.</p>	<p>City Building Division</p>	<p>Verification of lighting plans demonstrating that lights are hooded or shielded to prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing as much as feasible.</p>	<p>Initials: _____</p> <p>Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>PVCCSP MM Haz 4: The following notice shall be provided to all potential purchasers and tenants: “This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)”</p>	<p>Prior to certificate of occupancy and tenant improvements.</p>	<p>City Planning Division</p>	<p>Confirmation that this requirement is included in lease agreements.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Haz 5: The following uses shall be prohibited:</p> <ul style="list-style-type: none"> a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator. b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event. 	<p>Prior to issuance of certificate of occupancy.</p>	<p>City Planning Division</p>	<p>Verification of evidence that uses listed are prohibited on site.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Haz 6: A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment</p>	<p>A minimum of 45 days prior to the submittal of an application for a building permit.</p>	<p>City Planning Division</p>	<p>Verification of evidence of submittal of a Notice of Proposed Construction of Alteration (Form</p>	<p>Initials: _____ Date: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
<p>will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.</p>			<p>7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,542 feet AMSL and shall have received a determination of “No Hazard to Air Navigation” from the FAA.</p>	
NOISE				
<p>PVCCSP MM Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer’s standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</p>	<p>Prior to the issuance of grading permits and during site excavation and grading.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.</p>	<p>Prior to the issuance of grading permits and building permits, and during construction.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p>	<p>Prior to the issuance of grading permits and building permits, and during construction.</p>	<p>City Planning Division</p>	<p>Verify that this requirement is included in contractor contracts.</p>	<p>Initials: _____ Date: _____</p>
<p>PVCCSP MM Noise 4: Construction contractors of implementing development projects shall limit haul truck</p>	<p>Prior to the issuance of grading permits and</p>	<p>City Planning Division</p>	<p>Verify that this requirement is</p>	<p>Initials: _____</p>

Mitigation Measure	Implementation Timing	Responsible Party	Verification Method	Date Completed and Initials
deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	building permits, and during construction.		included in contractor contracts.	Date: _____
TRANSPORTATION				
PVCCSP MM Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	Prior to the issuance of grading, landscape, and street improvement plans.	City Engineering Department	Approval of the final grading, landscape, and street improvement plans.	Initials: _____ Date: _____
PVCCSP MM Trans 3: Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include NPRBB (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	Prior to the issuance of certificate of occupancy	City Engineering Department	Verify that all required fees have been paid.	Initials: _____ Date: _____
PVCCSP MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Prior to the issuance of certificate of occupancy.	City Building Division	Verify placement of bike racks.	