

RESOLUTION NUMBER 4439

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH NO. 2008111080) PREPARED FOR THE RADOS DISTRIBUTION CENTER PROJECT BASED ON THE FINDINGS AND FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the Rados Distribution Center (“Project”) proposes the development of approximately 1,191,080 square feet of industrial warehouse space, necessary parking, and associated on-and off-site infrastructure improvements on approximately 61.63 gross acres located at the northeast corner of Webster Avenue and Rider Street; and

WHEREAS, the Project would augment the City’s economic base, create employment-generating opportunities for the citizens of the City and surrounding communities, provide a modern, industrial distribution center that will allow for the storage and distribution of various goods due to the Project’s location adjacent to regional transportation corridors; and

WHEREAS, proposed Zone Change 07-0117, Agricultural Diminishment 07-0118, and Development Plan Review 07-0119 are considered a “project” as defined by the California Environmental Quality Act (“CEQA”) (Public Res. Code, § 21000 *et seq.*);

WHEREAS, pursuant to CEQA and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*), the City is the lead agency for the Project, as it is the public agency with general governmental powers over the Project; and

WHEREAS, the City, as lead agency, determined that an Environmental Impact Report (“EIR”) should be prepared pursuant to CEQA in order to analyze all potentially significant adverse environmental impacts of the Project; and

WHEREAS, a Notice of Preparation (“NOP”) and Initial Study (“IS”) identifying the scope of environmental issues were distributed to numerous State, federal, and local agencies and organizations starting on November 21, 2008 for a period of 30 days ending December 22, 2008, pursuant to State CEQA Guidelines sections 15082(a), 15103 and 15375. Relevant comments received in response to the NOP/IS were incorporated into the DEIR; and

WHEREAS, a joint public workshop/public scoping meeting was held with the Planning Commission at the Perris City Hall Council Chambers on December 3, 2008 and no representative of any responsible agency or member of the general public elected to speak at the scoping meeting; and

WHEREAS, a Notice of Completion was sent with the DEIR to the State Clearinghouse on November 21, 2009; and

WHEREAS, the DEIR was distributed for a 45-day public review period starting on March 29, 2010 with the comment period expiring on May 7, 2010. Nine comment letters were received from Federal, State and local agencies, and Native American groups during the public comment period. The specific and general responses to comments are included in the Final EIR (“Final EIR”); and

WHEREAS, the Planning Commission, at the regularly scheduled meeting on September 15, 2010 recommended approval to the City Council of the Final EIR; and

WHEREAS, notice of the City Council hearing scheduled for October 12, 2010 was duly provided through publication on September 29, 2010 and a hearing scheduled on July 12, 2011 was duly provided through publication on June 29, 2011; and

WHEREAS, a City Council hearing was held on October 12, 2010 and July 12, 2011 at which time all interested persons were given full opportunity to be heard and to present evidence; and

WHEREAS, as contained herein, the City Council has exercised its independent review of the Final EIR and has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all the requirements of CEQA and the State CEQA Guidelines have been satisfied in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the EIR prepared in connection with the Project sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Project’s environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA and the State CEQA Guidelines; and

WHEREAS, all of the proposed findings and conclusions recommended by this Resolution are based upon the oral and written evidence presented to the City Council as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, the project level and cumulative environmental impacts identified in the Final EIR which the City Council finds to be less than significant and to not require mitigation are described in Section C of the Findings and the Findings of Fact and Statement of Overriding Considerations are attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, the project level and cumulative environmental impacts identified in the Final EIR which the City Council finds to be mitigated to a level of less than significant through the imposition of feasible mitigation measures identified in the Final EIR and set forth therein are described in Section D.1.a. of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, the project level and cumulative environmental impacts identified in the Final EIR which the City Council finds cannot be mitigated to a level of less than

significance despite the imposition of all feasible mitigation measures identified in the Final EIR and set forth therein are described in Section D.1.b. of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, the potential for growth inducing impacts described in the Final EIR which the City Council finds to be less than significant are described in Section D.2 of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, irreversible environmental changes as a result of the project's impact to agricultural resources and air quality are identified in the Final EIR, which the City Council approves for the reasons described in Section D.3 of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, the Mitigation Monitoring Program to address project level and cumulative environmental impacts identified in the Final EIR which the City Council finds to be mitigated to a level of less than significant through the imposition of feasible mitigation measures are set forth therein and described in Section E of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section F of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

WHEREAS, prior to taking action, the City Council has heard, been presented with, and/or reviewed all of the information and data which constitutes the administrative record, including the Final EIR and all oral and written evidence presented to the City during all Project meetings and hearings; and

WHEREAS, the City Council's decision to certify the Final EIR reflects the independent judgment and analysis of the City Council; and

WHEREAS, no comments made in the public hearings conducted by the City Council or any additional information submitted to the City Council have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines section 15088.5; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PERRIS does resolve as follows:

Section 1. The above recitals are all true and correct.

Section 2. The majority of potentially significant environmental impacts of the Project identified in the Final EIR have been determined to be less than significant or mitigated to a level of less than significance.

Section 3. Various short and long term air quality impacts as a result of the Project, including the cumulative impacts of Global Climate Change, identified in the Final EIR have been determined to be significant and unavoidable. The specific impacts are set forth in Section D.1.b. of the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit "A". Based on specific economic, social, technical and/or other considerations, the Planning Commission recommends that the City Council find those effects acceptable if the Findings and Findings of Fact and Statement of Overriding Considerations are adopted by the City Council.

Section 4. The City Council finds that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines. The City Council, having final approval authority over the Project, certifies the Final EIR as complete and adequate.

Section 5. Based on the above findings, the City Council hereby adopts the Findings and Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit "A" and incorporated herein by reference as if set forth in full.

Section 6. Based on the above findings, the City Council hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit "B" and incorporated herein by reference as if set forth in full.

Section 7. Based on the above findings, the City Council hereby certifies the Final EIR for the Project (SCH# 2008111080).

Section 8. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 9. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Resolution.

ADOPTED, SIGNED, and APPROVED this 12th day of July 2011.

Daryl R. Busch, Mayor

ATTEST:

Judy L. Haughney, C.M.C., City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, Judy Haughney, City Clerk of the City of Perris do hereby certify that the foregoing Resolution Number 4439 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting thereof held on the 12th day of July 2011, by the following vote:

AYES: ROGERS, YARBROUGH, LANDERS, EVANS, BUSCH

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

Judy L. Haughney, C.M.C. City Clerk

EXHIBIT "A"
REORGANIZATION TO INCLUDE DETACHMENT FROM
CITY OF MORENO VALLEY AND MORENO VALLEY COMMUNITY SERVICES
DISTRICT AND CONCURRENT ANNEXATION TO CITY OF PERRIS

LAFCO 2010-XX-X

A portion of the north one-half of the northeast one-quarter of Section 5, Township 4 South, Range 3 West, San Bernardino Meridian, being portions of Lots A, B, C and D in Block 1 and Lots A, B, C, D and E in Block 2 and Lots A, B, C and D in Block 3 of La Vina Land Co. Tract, Unit 2, as shown by map on file in Book 14 of Maps at pages 19 and 20, Records of Riverside County, California, together with a portion of the east one-half of Redlands Avenue (20.00 feet in half width) of said map, more particularly described as follows:

COMMENCING at the intersection of the centerline of Oleander Street (vacated) with the centerline of Redlands Avenue, as shown on said map;

Thence South $00^{\circ} 34' 38''$ West along said centerline of Redlands Avenue, a distance of 70.00 feet to the TRUE POINT OF BEGINNING, said point being the southwest corner of Parcel 1 of Grant Deed to the Riverside County Flood Control and Water Conservation District recorded April 08, 1955 in Book 1720, page 226, Official Records of Riverside County;

Thence South $89^{\circ} 29' 22''$ East along the southerly line of said Parcel 1, a distance of 646.04 feet to the beginning of a tangent curve, concave to the southwest, having a radius of 430.00 feet;

Thence easterly and southeasterly along said southerly line of said Parcel 1 and along said curve, 7 to the right, through a central angle of $33^{\circ} 09' 12''$ an arc distance of 248.81 feet, the radial line to said point bears North $33^{\circ} 39' 50''$ East;

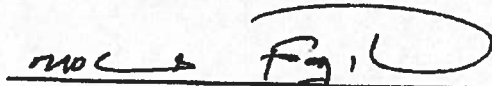
Thence North $89^{\circ} 29' 22''$ West, a distance of 881.28 feet to a point on said centerline of Redlands Avenue;

Thence North $00^{\circ} 34' 38''$ East along said centerline, a distance of 70.00 feet to the TRUE POINT OF BEGINNING.

Containing 1.29 Acres, more or less.

SEE PLAT ATTACHED HERETO AND MADE A PART HEREOF.

PREPARED UNDER MY SUPERVISION


Mohammad A. Faghini, L.S. 6607

10/18/10
Date





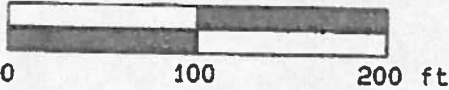
Prepared by:  Checked by: 

EXHIBIT "A"

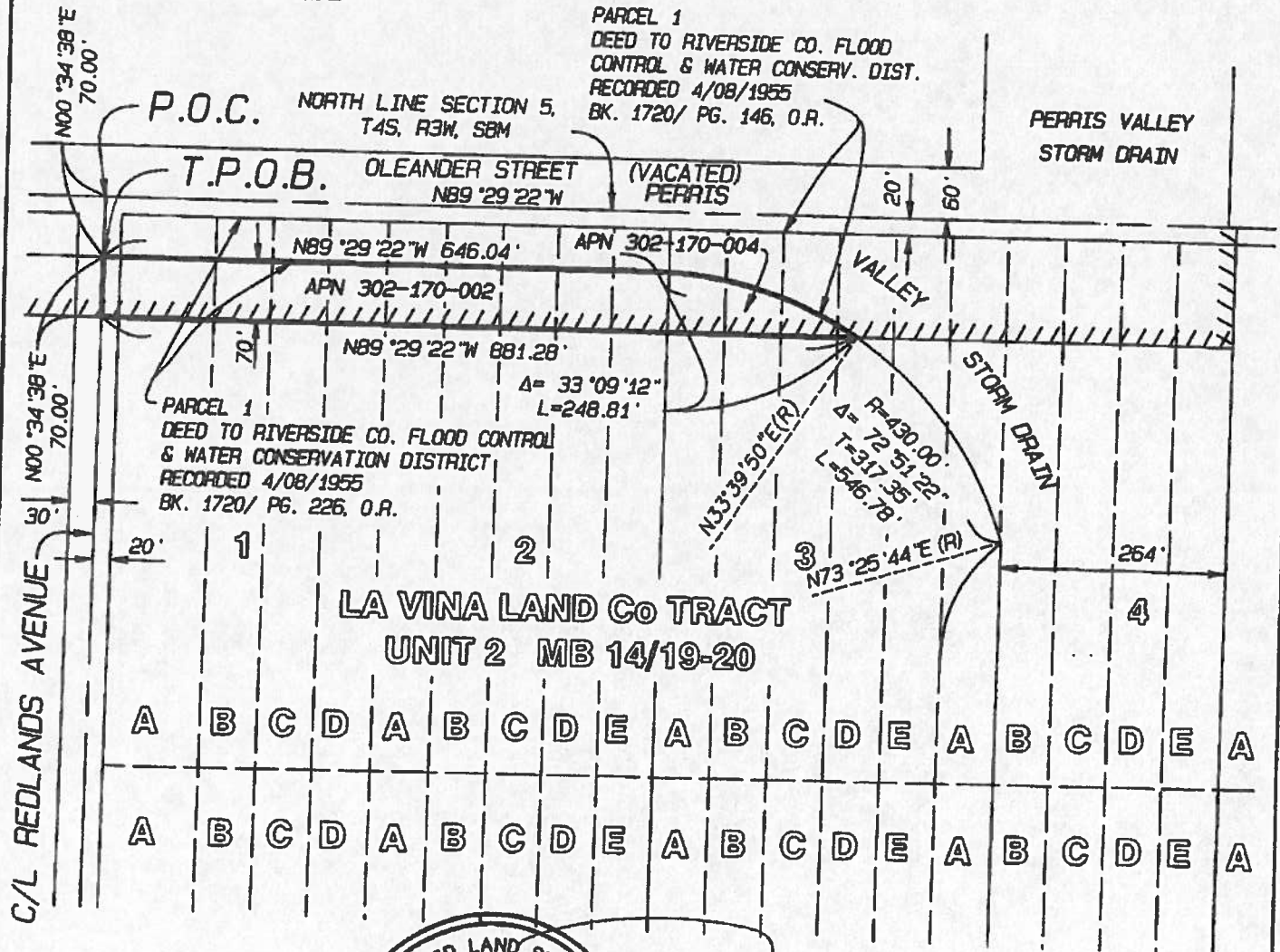
REORGANIZATION TO INCLUDE DETACHMENT FROM
CITY OF MORENO VALLEY AND MORENO VALLEY
COMMUNITY SERVICES DISTRICT AND CONCURRENT
ANNEXATION TO CITY OF PERRIS

SCALE: 1"=100'



LAFCO 2010-XX-X

1.29 ACRES



EXISTING CITY BOUNDARY

ANNEXATION BOUNDARY

BEING A PORTION OF THE N 1/2 OF THE NE 1/4 OF SECTION 5, T.4S., R.3W., S.B.M.

G:\2010\10-0207\LAFCO\10-0207-LAFCO.pro

ALBERT A.
WEBB
ASSOCIATES

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) DESCRIBED IN THE ATTACHED DOCUMENT.		SHEET <u>1</u> OF <u>1</u>		W.D. 10-207
SCALE: 1"= <u>200'</u>	DRWN BY <u>AW</u>	DATE <u>10/18/10</u>	SUBJECT: LAFCO 2010-XX-X	
	CHKD BY <u>AW</u>	DATE <u>10/18/10</u>		

**STATEMENT OF FACTS IN SUPPORT OF FINDINGS REGARDING
THE SIGNIFICANT ENVIRONMENTAL EFFECTS RESULTING FROM
THE RADOS DISTRIBUTION CENTER PROJECT
(ENVIRONMENTAL IMPACT REPORT SCH NO. 2008111080)**

I. INTRODUCTION

The City of Perris (the “City”), as the lead agency, has prepared the Final Environmental Impact Report (“Final EIR”) for the Rados Distribution Center – Perris project (“the proposed project”). The Final EIR has State Clearinghouse No. 2008111080.

The March 2010 Draft Environmental Impact Report (“Draft EIR”) assesses the potential environmental effects of the proposed project, identifies means to eliminate or reduce potential significant adverse impacts, and evaluates a reasonable range of alternatives to the proposed project. The Final EIR consists of the Response to Comments received on the Draft EIR, the Mitigation Monitoring and Reporting Program, and the Revised Draft EIR (as revised based on the comments received by the City during the Draft EIR public review period). The City also received comment letters after the end of the public review period for the Draft EIR. The Final EIR includes the City’s responses to these late letters.

Pursuant to California Code of Regulations, Title 14, Section 15090, the City Council certifies that the Final EIR has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000, et seq. (“CEQA”) and the CEQA Guidelines for Implementation of the California Environmental Quality Act, Title 14, California Code of Regulations, Section 15000, et seq. (“CEQA Guidelines”). The City Council further certifies that it has been presented with the Final EIR and that it has reviewed and considered the information contained in the Final EIR prior to making the approvals set forth below in Section III. The City Council further certifies that the Final EIR reflects the independent judgment and analysis of the City.

II. FINDINGS

The City Council is certifying the Final EIR, and approving and adopting the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program (collectively, “the Findings”) for the entirety of the actions described in these Findings and in the Final EIR. There may be actions undertaken by other state and local agencies (referred to as “responsible agencies” under CEQA). Because the City is the lead agency for the proposed project, the Final EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other state and local agencies to carry out the proposed project. In this action, the City Council is approving the proposed project, including the site plans and designs of the warehouse facility.

Having received, reviewed and considered the Final EIR and other information in the administrative record, the City Council hereby adopts the following Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program in compliance

with CEQA and the CEQA Guidelines. The City Council certifies that its Findings are based on an assessment of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR. The City Council adopts these Findings, Mitigation Monitoring Program, and Statement of Overriding Considerations in conjunction with its approval as set forth in Section III, below.

A. Environmental Review Process

1. Preparation of the EIR

On November 21, 2008, the City issued a Notice of Preparation (“NOP”) announcing the preparation of the Draft EIR for the proposed project and describing the proposed scope of study in the Draft EIR. The Initial Study was included for review along with the NOP. The NOP and Initial Study were circulated to responsible agencies and interested groups and individuals for a 30-day review period ending December 22, 2008. In addition, in order to solicit further input regarding the scope and content of the environmental analysis to be included in the Draft EIR, a public scoping meeting was held on December 3, 2008, as part of a regularly scheduled Planning Commission meeting located at the Perris City Hall.

The City published the Draft EIR on March 24, 2010 and circulated it for public review and comment for a 45-day period that ended on May 7, 2010. The City circulated the Draft EIR by: (1) submitting 15 copies of the Draft EIR to the State Office of Planning and Research (State Clearinghouse) along with the required Notice of Completion; (2) submitting copies of the Draft EIR to the 10 agencies that responded to the NOP; (3) making a copy available at the Cesar Chavez Public Library in the City of Perris; (4) making copies available for review and copying at the City of Perris Development Services Department; (5) publishing a Notice of Availability of the Draft EIR in the *Sentinel Weekly News*; and (6) mailing the Notice of Availability to applicable Federal, state, and regional agencies, nearby cities, and all property owners within a 300-foot radius of the project site and agricultural preserve property owners within a 1-mile radius of the site.

A total of nine letters were received from Federal, state, and local agencies, and Native American groups during the public comment period. The Final EIR contains all of the comment letters received during the public comment period, together with written responses to the comments that were prepared in accordance with CEQA and the CEQA Guidelines. The City Council certifies that it has reviewed the comments received and responses thereto and finds that the Final EIR provides adequate, good-faith, and reasoned responses to the comments.

2. Absence of Significant New Information

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification. Significant new information may include: (i) changes to the proposed project; (ii) changes in the environmental setting; or

(iii) additional data or other information. Section 15088.5 further provides that “[n]ew information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”

Comments received during the public review did result in minor changes to the text of the Draft EIR. The comments did not provide significant new information and the text changes did not change the conclusions presented in the Draft EIR. In addition, all feasible Mitigation Measures identified in the Final EIR are included in the Mitigation Monitoring Program. Therefore, having reviewed the information contained in the Draft and Final EIR, and in the administrative record as well as the requirements under CEQA Guidelines §15088.5, and interpretive judicial authority regarding recirculation of draft EIRs, the City Council hereby finds that no new significant information was added to the EIR following public review and thus, recirculation of the Draft EIR is not required under CEQA.

B. Impacts and Mitigation Measures of the Project

The following section summarizes the environmental impacts of the project identified in the Final EIR, and provides findings as to those impacts, as required by CEQA and the CEQA Guidelines. The findings set forth below are made and adopted by the City Council as its findings under CEQA. The findings provide the written analysis and conclusions of the City Council regarding the environmental impacts of the proposed project, mitigation measures, alternatives to the proposed project, and Statement of Overriding Considerations that, in the City Council’s view, justify approval of the proposed project despite its unavoidable significant environmental impacts.

These findings summarize the environmental findings in the Final EIR concerning project impacts before and after mitigation and do not repeat the full discussions of environmental impacts contained in the Final EIR. Instead, they provide a brief description of the impacts, describe the applicable mitigation measures that are adopted by the City Council, and state the recommended findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions is set forth in the Final EIR. These findings hereby incorporate by reference the analyses in the Initial Study and Final EIR supporting the Final EIR’s findings and conclusions, and in making these findings, the City Council ratifies, adopts and incorporates the evidence, analysis, explanation, findings, responses to comments, and conclusions of the Final EIR except where they are specifically modified by these Findings.

In adopting these findings, the City Council intends to adopt each of the mitigation measures recommended in the Final EIR and listed in the Mitigation Monitoring and Reporting Program. In the comments on the Draft EIR, a number of measures were suggested by various commentators as recommended additional mitigation measures. With respect to the measures that were recommended in the comment letters, and not incorporated into the Final EIR, the Response to

Comments section in the Final EIR explains why these additional or modified mitigation measures are not considered to be applicable or feasible for the proposed project. The City Council hereby adopts and incorporates by reference the reasons stated in the Response to Comments contained in the Final EIR as its grounds for rejecting adoption of these recommended mitigation measures.

1. ***Agricultural Resources***

- a. *Potential Impact: Convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to farmland mapping and monitoring program of the California resource agency, to non-agricultural use.*

FINDING: The City Council finds that the proposed project will have a significant and unavoidable impact with regard to the conversion of land that is currently designated by the California Department of Agriculture as Prime Farmland and Farmland of Local Importance to a site that is developed with industrial land uses. For the reasons stated in the Final EIR, the City Council also finds that no feasible mitigation exists to reduce or eliminate this impact. The City Council finds this significant impact to be acceptable since the benefits of the project outweigh this and other unavoidable environmental impacts for the reasons set forth in Section II.G of these Findings.

- b. *Potential Impact: Conflict with existing agricultural use or a Williamson Act contract.*

FINDING: Although the project site is currently zoned A1 (Light Agriculture), a Change of Zone to LI (Light industrial) is a requested action of the project. The LI zoning designation for the site will then be consistent with the General Plan Land Use Plan designation for the site. For the reasons stated in the Final EIR, the City Council finds that the potential for the project to conflict with existing agricultural uses is expected to be limited and less than significant. One of the two parcels at the project site is currently subject to an active Williamson Act contract. However, the City Council finds that the requested Agricultural Diminishment will reduce this impact to a less than significant level. No mitigation is required.

- c. *Potential Impact: Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural uses.*

FINDING: The City Council finds that the project area is currently undergoing conversions from agricultural uses to residential, commercial, and industrial uses as envisioned in the Perris General Plan. The City Council also finds that this conversion will occur with or without the proposed project and that proposed project will not increase the likelihood of nearby lands currently used for agriculture to convert to non-agricultural uses and that any impacts to other agricultural lands will be less than significant. No mitigation is required.

2. Airport Hazards

- a. *Potential Impact: Result in a safety hazard for people residing or working in the project area where located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport.*

Mitigation Measures

MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

MM Airport 2: 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 annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”

MM Airport 3: The following uses shall be prohibited:

- (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.

MM Airport 4: Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to March Air Reserve Base.

FINDING: The City Council finds that implementation of mitigation measures MM Airport 1 through MM Airport 4, which are hereby adopted and incorporated into the project, will ensure that all potential direct airport hazard impacts of the proposed project will be reduced to a less than significant level.

3. Air Quality

- a. *Potential Impact: Conflict with or obstruct implementation of the applicable air quality plan.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not conflict with or obstruct implementation of the applicable air quality plan and that potential impacts would be less than significant.

- b. *Potential Impact: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.*

Mitigation Measures

MM Air 1: Electricity from permanent or temporary power poles shall be used instead of temporary diesel- or gasoline- powered generators to reduce the associated emissions.

MM Air 2: All retail/commercial/industrial land uses shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.

MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NOX, 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, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

MM Air 4: During construction, all vehicles and equipment shall be properly maintained according to manufacturers' specifications at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction.

MM Air 5: The project developer shall require by contract specification that construction equipment used for construction meets or exceeds Tier 3 standards. Alternatively, all construction equipment shall be equipped with CARB-verified oxidation catalysts, diesel particulate traps or other verified or certified retrofit technologies with the greatest control efficiency for the specific category of equipment. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris prior to issuance of a grading permit.

MM Air 6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on site and off site.

MM Air 7: Construction parking shall be configured to minimize traffic interference.

MM Air 8: 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 the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.

MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer 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 permit issuance.

MM Air 10: All vehicles shall be prohibited from idling in excess of five minutes.

MM Air 11: Loading bays shall be equipped with electrification, and/or auxiliary power units.

MM Air 12: Roads and parking areas shall be paved.

MM Air 13: The project shall post contact information outside the facility for the public to call if a specific air quality issue arises.

MM Air 14: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that provide funding for cleaner than required heavy-duty engines and emission control devices, such as 2007 or newer model year or 2010 compliant vehicles.

MM Air 14a: Service equipment at the facility will be either low-emission propane powered or electric (i.e., forklifts).

MM Air 15: The project shall be, at a minimum, required to increase building energy performance 14 percent beyond Title 24, and reduce water use by 20 percent. Prior to issuance of any building permits, building plans shall include proof of these reductions.

MM Air 16: The project shall be required to use recycled materials for at least 15 percent of construction materials. Regional materials that are extracted, processed, and manufactured regionally will also be required to account for 10 percent of the project.

MM Air 17: The project shall be required to recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris by weight and volume.

MM Air 18: In order to reduce energy consumption from the proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) 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., Building Division or Department of Public Works/Engineering) prior to conveyance of applicable streets.

FINDING: The City Council finds that the regional emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), suspended particulate matter (PM-10) and fine particulate matter (PM-2.5) generated by the short-term project-related construction activities of the proposed project will exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD). The City Council finds that the regional operational emissions of VOC and NO_x will also exceed the thresholds of significance recommended by the SCAQMD. The localized concentrations of emissions generated by the project during both construction and operation will not exceed recommended thresholds of significance and would not be significant. Mitigation measures MM Air 1 through MM Air 9, which are hereby adopted and incorporated into the project, will reduce construction-related impacts to the maximum extent feasible and mitigation measures MM Air 10 through MM Air 18, which are hereby adopted and incorporated into the project, will reduce operational emissions to the maximum extent feasible, but no feasible mitigation exists to reduce the emissions below the

SCAQMD's recommended thresholds. The City Council finds this significant impact to be acceptable since the benefits of the project outweigh this and other unavoidable environmental impacts for the reasons set forth in Section II.G of these Findings.

- c. *Potential Impact: Result in a cumulatively considerable increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).*

Mitigation Measures

Mitigation measures MM Air 1 through MM Air 18, above, are proposed to reduce this impact.

FINDING: The City Council finds that the significant project-specific regional emissions of VOC, NO_x, PM-10, and PM-2.5 generated by short-term project-related construction activities, and the significant project-specific regional operational emissions of VOC and NO_x will contribute to a cumulatively considerable net increase in ozone and particulate matter. The City Council also finds that the contribution of the project emissions to the state-wide cumulative greenhouse gas impact will be considerable. Implementation of mitigation measures MM Air 1 through MM Air 9, which are hereby adopted and incorporated into the project, will reduce construction-related impacts to the maximum extent feasible and that mitigation measures MM Air 10 through MM Air 18, which are hereby adopted and incorporated into the project, will reduce operational emissions to the maximum extent feasible, but no feasible mitigation exists to reduce this impact to a less than significant level. The City Council finds this significant impact to be acceptable since the benefits of the project outweigh this and other unavoidable environmental impacts for the reasons set forth in Section II.G of these Findings.

- d. *Potential Impact: Expose sensitive receptors to substantial pollutant concentrations.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not expose sensitive receptors to toxic air contaminants or cancer risks that exceed the recommended thresholds of significance recommended by the

SCAQMD and that potential impacts will be less than significant. No mitigation is required.

- e. *Potential Impact: Create objectionable odors affecting a substantial number of people.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not create objectionable odors during either construction or operational that will affect existing sensitive receptors and that potential impacts will be less than significant. No mitigation is required.

4. **Biological Resources**

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

Mitigation Measures

MM Bio 1: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist no more than 30 days prior to commencement of grading and construction activities within those portions of the project site containing suitable burrowing owl habitat. The time lapse between surveys and site disturbance should not exceed 30 days. Additional surveys are necessary when the initial disturbance is followed by periods of inactivity or the development is phased spatially and/or temporally over the project site. Burrowing Owl surveys will be conducted in accordance with the methodologies prescribed by CDFG in their 1995 Staff Report and the Burrowing Owl Consortium in their 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines.

If active nests are identified on site during the pre- construction survey, they shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy the site and cannot be avoided, active or passive relocation shall be used to exclude owls from their

burrows, as agreed to by the City of Perris Planning Department and the California Department of Fish and Game. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation.

MM Bio 2: In order to avoid violation of the MBTA and California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

If site preparation activities are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

MM Bio 3: The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Potential impacts to the SKR are mitigated on a regional basis through compliance the SKR HCP mitigation fees. To address the impacts associated

with the cumulative loss of habitat for special status species, the proposed project shall be conditioned to pay the MSHCP mitigation fees as set forth under Ordinance No. 1123 and the City of Perris' Stephens' Kangaroo Rat mitigation fees as set forth under Ordinance No. 794.

FINDING: The City Council finds that compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and implementation of mitigation measures MM Bio 1 through MM Bio 3, which are hereby adopted and incorporated into the project, will ensure that all potential adverse impacts associated with biological resources will be reduced to a less than significant level.

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

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will have no adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

- c. *Potential Impact: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- d. *Potential Impact: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. The potential impact of the proposed project will be less than significant and no mitigation is required.

5. Cultural Resources

- a. *Potential Impact: The project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. The potential impact of the proposed project will be less than significant and no mitigation is required.

- b. *Potential Impact: The project would cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines.*

Mitigation Measure

MM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the

duration of the grading phase. Any Native American resources shall be evaluated in accordance with the CEQA Guidelines and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.

FINDING: The City Council finds that implementation of mitigation measure MM Cultural 1, which is hereby adopted and incorporated into the project, will ensure that the potential of the project to cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5 of the CEQA Guidelines are mitigated to a less than significant level.

- c. *Potential Impact: The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Mitigation Measure

MM Cultural 2: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a paleontological resources monitoring and treatment plan (PRMTP) in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology, and shall include, but not be limited to the following:

1. The excavation of areas identified as likely to contain paleontological resources shall be monitored by a full-time qualified paleontological monitor. Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.
2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved.

3. Specimens shall be identified and curated, and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

4. 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.

FINDING: The City Council finds that implementation of mitigation measure MM Cultural 2, which is hereby adopted and incorporated into the project, will reduce the potential of the project to directly or indirectly destroy a unique paleontological resource or site to a less than significant level.

- d. *Potential Impact: The project would disturb any human remains, including those interred outside of formal cemeteries.*

Mitigation Measure

MM Cultural 3: In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the City of Perris Planning Division immediately and retain a professional archaeologist to assess the find. In accordance with the California Health and Safety Code, the City of Perris will contact the County Coroner's office within 24 hours and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will report to the Native American Heritage Commission and the Commission will identify the "Most Likely Descendent" (MLD).¹ Despite the affiliation of any Native

¹ The "Most Likely Descendent" ("MLD") is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any

(footnote continued to next page)

American observers at the site, the Commission's identification of the MLD will stand. The disposition of the remains will be determined in consultation with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

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

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

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.

FINDING: The City Council finds that implementation of mitigation measure MM Cultural 3, which is hereby adopted and incorporated into the project, will reduce the potential of the

(footnote continued from previous page)

human remains that may be identified within a given project area. Under California Public Resources Code section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. In the case of the City of Perris, the Native American Heritage Commission may identify any Luiseño descendent, but generally names the Soboba or Pechanga bands of Mission Indians (both Luiseño populations) and alternates between the two groups. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

project to disturb human remains discovered during project construction activities to a less than significant level.

6. *Geology / Soils*

- a. *Potential Impact: Expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure, including liquefaction.*

Mitigation Measure

MM Geo 1: Fill material imported from other areas shall be tested to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials, prior to placement on site.

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure, including liquefaction. The City Council also finds that implementation of mitigation measure MM Geo 1, which is hereby adopted and incorporated into the project, will ensure that soil imported to the project site is not contaminated.

7. *Hazards & Hazardous Materials*

- a. *Potential Impact: The project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not cause any significant impacts associated with hazardous materials located at or near the project site. The potential impacts of the proposed project will be less than significant and no mitigation is required.

8. *Hydrology / Water Quality*

- a. *Potential Impact: Violate any water quality standards or waste discharge requirements.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not violate any water quality standards or waste discharge requirements. The potential impact of the proposed project will be less than significant and no mitigation is required.

- b. *Potential Impact: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not substantially impact groundwater recharge within the Eastern Municipal Water District's Perris North groundwater subbasin. The potential impact of the proposed project will be less than significant and no mitigation is required.

- c. *Potential Impact: Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The potential impact of the proposed project will be less than significant and no mitigation is required.

- d. *Potential Impact: Substantially degrade water quality.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not substantially degrade water quality. The potential impact of the proposed project will be less than significant and no mitigation is required.

- e. *Potential Impact: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. The potential impact of the proposed project will be less than significant and no mitigation is required.

- f. *Potential Impact: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The potential impact of the proposed project will be less than significant and no mitigation is required.

9. Land Use / Planning

- a. *Potential Impact: Violate any water quality standards or waste discharge requirements.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinances) adopted for the purpose of avoiding or mitigating an environmental effect. The potential impact of the proposed project will be less than significant and no mitigation is required.

10. Noise

- a. *Potential Impact: Result in exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not result in exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. The potential impact of the proposed project will be less than significant and no mitigation is required.

- b. *Potential Impact: Result in the exposure of persons to or generation of excessive ground-born vibration or ground-born noise levels.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not result in the exposure of persons to or generation of excessive ground-born vibration or ground-born noise levels. The potential impact of the proposed project will be less than significant and no mitigation is required.

- c. *Potential Impact: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The potential impact of the proposed project will be less than significant and no mitigation is required.

- d. *Potential Impact: Result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The potential impact of the proposed project will be less than significant and no mitigation is required.

- e. *Potential Impact: Result in exposure of people residing or working in the project area to excessive noise levels from airport noise.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not result in exposure of people residing or working in the project area to excessive noise levels from airport noise. The potential impact of the proposed project will be less than significant and no mitigation is required.

11. Solid Waste

- a. *Potential Impact: Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the existing landfills that serve the City of Perris will have sufficient capacity to accommodate the solid waste generated during construction and operation of the proposed project. The potential impact of the proposed project will be less than significant and no mitigation is required.

12. Transportation / Traffic

- a. *Potential Impact: Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, or exceed, either individually or cumulatively, a level of service standard established by the city/county congestion management agency for designated roads or highways.*

Mitigation Measures

MM Trans 1: Indian Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.

MM Trans 2: Indian Avenue shall be constructed as a 42- foot pilot road from the northern edge of the project site to Harley Knox Boulevard.

MM Trans 3: Webster Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.

MM Trans 4: Rider Street shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site, eastward to Perris Boulevard.

MM Trans 5: Sight distance at the project entrance roadway 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.

MM Trans 6: The proposed project shall participate in the phased construction of off-site traffic signals through payment of the project's fair share of traffic signal mitigation fees.

MM Trans 7: Signing/striping shall be implemented in conjunction with detailed construction plans for the project site.

MM Trans 8: Construct the intersection of Indian Avenue and Project Driveway to include the following geometrics:

Northbound: One left turn lane. One shared through and right turn lane. Stop controlled.

Southbound: One left turn lane. One shared through and right turn lane. Stop controlled.

Eastbound: One left turn lane. One shared through and right turn lane. Stop controlled.

Westbound: One left turn lane. One shared through and right turn lane. Stop controlled.

MM Trans 10: Construct the intersection of Car Driveway East and Rider Street to restrict movement to right-in and right-out only from the driveway with the following geometrics:

Northbound: Not Applicable.

Southbound: One right turn lane. Stop controlled.

Eastbound: One through lane.

Westbound: One shared through and right turn lane.

MM Trans 11: Construct the intersection of Truck Driveway East and Rider Street to include the following geometrics:

Northbound: Not Applicable.

Southbound: One shared left turn and right turn lane. Stop controlled.

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

MM Trans 12: Construct the intersection of Truck Driveway West and Rider Street to include the following geometrics:

Northbound: Not Applicable.

Southbound: One shared left turn and right turn lane. Stop controlled.

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

MM Trans 13: Construct the intersection of Car Driveway West and Rider Street to include the following geometrics:

Northbound: Not Applicable.

Southbound: One shared left turn right turn lane. Stop controlled.

Eastbound: One shared left turn through lane.

Westbound: One shared through and right turn lane.

MM Trans 14: Construct the intersection of Webster Avenue and Rider Street to include the following geometrics:

Northbound: Not Applicable.

Southbound: One left turn lane. One right turn lane. Stop controlled.

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

MM Trans 15: Construct the intersection of Webster Avenue and Project Driveway to include the following geometrics:

Northbound: One shared through and right turn lane.

Southbound: One shared left turn and through lane.

Eastbound: Not Applicable.

Westbound: One shared left turn and right turn lane. Stop controlled.

MM Trans 16: The project shall participate in the cost of off-site improvements through payment of the fair share mitigation fees. These 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 roads to the general plan build-out level.

FINDING: The City Council finds that implementation of mitigation measures MM Trans 1 through MM Trans 16, which are

hereby adopted and incorporated into the project, will ensure that the potential of the traffic generated by the project to exceed the capacity of the local roadway system or the City's level of service standards is mitigated to a less than significant level.

- b. *Potential Impact: The project would conflict with adopted policies, plans or programs supporting alternative transportation.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation. The potential impact of the proposed project will be less than significant and no mitigation is required.

13. *Water and Sewer*

- a. *Potential Impact: Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the potential impacts of the proposed project related to water treatment facilities will be less than significant and no mitigation is required.

- b. *Potential Impact: Have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that adequate water supplies are available from the Eastern Municipal Water District to serve the proposed project. The impact of the proposed project related to water supplies will be less than significant and no mitigation is required.

- c. *Potential Impact: Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that the proposed project will not require the development of new wastewater treatment facilities and the impact

of the proposed project related to the construction of new wastewater infrastructure will be less than significant. No mitigation is required.

- d. *Potential Impact: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

FINDING: For the reasons stated in the Final EIR, the City Council finds that adequate wastewater capacity is available from the Eastern Municipal Water District to accommodate the proposed project. The impact of the proposed project related to wastewater treatment capacity will be less than significant and no mitigation is required.

C. Effects Not Found to be Significant

Certain environmental impacts were determined to be “effects not found to be significant” in the Draft EIR based upon the analysis provided in the Initial Study for the proposed project. Although not required by CEQA, these impacts were summarized in the Draft EIR, and the conclusions of the Initial Study that these impacts were less-than-significant were affirmed.

FINDING: The City Council finds that, based upon the substantial evidence contained in the Initial Study and Draft EIR, that those impacts determined to be “effects not found to be significant” are less than significant and no analysis in the EIR or mitigation was required.

D. Other CEQA Considerations

1. *Cumulative Impacts.*

a. *Cumulative Impacts Found to be Less-than-Significant.*

The Final EIR contains analyses of the cumulative impacts in which the proposed project could result. As per the analyses contained in the Final EIR, the majority of these cumulative impacts were determined to be less than significant.

FINDING: The City Council finds that implementation of the proposed project would result in less than significant cumulative impacts with regard to some aspects of agricultural resources (agricultural use and Williamson Act contract, and changes of other properties from farmland to non-agricultural uses); airport hazards, some aspects of air quality (air quality management plan consistency, exposing sensitive receptors to

substantial pollutant concentrations, and odors); biological resources, cultural resources; geology / soils; hazards & hazardous materials; hydrology / water quality; land use / planning; noise; solid waste; transportation / traffic; and water and sewer, after implementation of the applicable mitigation measures specified for each Impact in Section II.B. of these Findings. Consequently, no further mitigation is necessary.

b. Cumulative Impacts Found to be Significant and Unavoidable.

The Draft EIR contains analyses of the cumulative impacts in which the proposed project could result. As per the analyses contained in the Final EIR, impacts relating to one aspect of agricultural resources (the conversion of land that is currently designated by the California Department of Agriculture as Prime Farmland and Farmland of Local Importance to a site that is developed with industrial land uses) and two aspects of air quality (violating and air quality standard and resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard) are considered to be cumulatively significant and unavoidable.

FINDINGS: The City Council finds that implementation of the proposed project would result in significant and unavoidable cumulative air quality impacts with regard to the conversion of land that is currently designated as Prime Farmland, the generation of regional emissions air pollutant emissions generated project construction and operational activities, and the greenhouse gas emissions by project construction and operational activities. Implementation of the applicable mitigation measures specified for each Impact in Section II.B of these Findings will reduce the degree of significance of these impacts, but they shall nevertheless remain cumulatively significant and unavoidable. The City Council finds these significant and unavoidable cumulative impacts to be acceptable for the reasons set forth in Section II.G of these Findings.

2. Growth Inducing Impacts

CEQA Guidelines Section 15126 requires consideration of the potential growth inducing impact of proposed projects, including the ways in which “the proposed project could foster economic and population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment ... and the characteristic of some projects which may encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively.” As stated in the Final EIR, the proposed project itself is not increasing the number of parcels or service to areas not already planned to be served; the project is implementing the City’s General Plan and by adopting their General Plan, the City has planned for the conversion of the project site to urban development. The proposed project requires the construction of minimal off-site facilities in order to connect to existing waterlines and existing sewer facilities, but the Eastern Municipal Water District’s existing water and sewer facilities would support development within the vicinity of the project, with or without the proposed project. The proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections, and implementation of the proposed project will help meet the

projected jobs/housing balance of the City of Perris. New employees of the project are also expected to have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

FINDING: The City Council finds that implementation of the proposed project will not result in growth inducing impacts, as the proposed project will not result in the urbanization of land in a remote location (i.e., “leapfrog development”), will not result in the construction of additional housing, and will not induce substantial population growth in the region.

3. *Significant Irreversible Environmental Effects*

CEQA Guidelines §15126.2(c) indicates that the “uses of nonrenewable resources during the initial and continued phases of a project may be irreversible since a large commitment of resources makes removal or non-use thereafter unlikely.” As stated in the Final EIR, implementation of the proposed project would irreversibly commit the project site to development of light industrial uses, result in a long-term, irreversible change in the visual character of the project site, and transform the agricultural character of the site into an urban development. These changes to the visual environment are consistent in keeping with the City’s plans to convert agricultural land to urban development.

Construction and operational activities will result in the use of non-renewable resources including building materials and fossil fuels. These resources and the resources used in their production are readily available for use by the project.

Project-specific impacts related to agricultural resources and air quality would be significant and immitigable at the project level. These issues were also found to have significant cumulative impacts. These impacts would require adoption of a Statement of Overriding Considerations.

Then proposed project would not expose structures or persons to significant risks associated with damage from accidents.

FINDING: Implementation of the proposed project will not result in a significant irreversible commitment of resources or potential environmental damage from accidents. The project will, however, result in significant and unavoidable impacts related to agricultural resources and air quality. The City Council finds these significant and unavoidable cumulative impacts to be acceptable for the reasons set forth in Section II.G of these Findings.

E. Mitigation Monitoring and Reporting Program

Public Resources Code §21081.6 and CEQA Guidelines §15091(d) require the lead agency approving a project to adopt a Mitigation Monitoring Program for the changes to the proposed project that it has adopted or made a condition of project approval in order to ensure compliance

during project implementation. The Mitigation Monitoring and Reporting Program adopted by the City Council requires the City to monitor the mitigation measures imposed on the project by the Final EIR. The Mitigation Monitoring and Reporting Program includes all of the mitigation measures identified in the Final EIR and has been designed to ensure compliance during implementation of the project.

FINDING: The City Council finds that the impacts of the proposed project have been mitigated to the extent feasible by the mitigation measures identified in the Final EIR and in the Mitigation Monitoring and Reporting Program. The City Council adopts the Mitigation Monitoring and Reporting Program that accompanies the Final EIR for the proposed project. The Mitigation Monitoring and Reporting Program designates responsibility and anticipated timing for the implementation of mitigation within the jurisdiction of the City. Implementation of the mitigation measures specified in the Final EIR and the Mitigation Monitoring and Reporting Program will be accomplished through administrative controls over project implementation, and monitoring and enforcement of these measures will be accomplished through verification by appropriate City personnel. The City reserves the right to allow the Planning Manager to make administrative amendments and/or substitutions of mitigation measures if, in the exercise of discretion of the City Planning Manager, it is determined that the amended or substituted mitigation measure will mitigate the identified potential environmental impact to at least the same degree as the original mitigation measure, or would attain an adopted performance standard for mitigation, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

F. Alternatives

The Final EIR considered a reasonable range of potential alternatives to the proposed project. In compliance with CEQA and the CEQA Guidelines, the Final EIR includes an analysis of a No Project Alternative and discusses the environmentally superior alternative. The analysis examined the feasibility of each alternative, the environmental impacts of each alternative, and the ability of each alternative to meet the Project Objectives identified in Section 3.0 of the Draft EIR.

The City Council certifies that it has independently reviewed and considered the information on alternatives provided in the Final EIR and the administrative record, and finds that all the alternatives are infeasible or undesirable in comparison to the proposed project for the reasons set forth below.

1. *Project Objectives*

The City Council finds that the Project Objectives for the proposed project are as described in Section 3.0 of the Draft EIR. These specific Project Objectives are to:

- Establish a modern, economically competitive distribution center to strengthen the City's economic viability by providing jobs;
- Implement the City of Perris General Plan land use designation of Light Industrial;
- Establish a modern, economically competitive distribution center to provide an expanded and diversified economic base for the city;
- Establish a modern, economically competitive distribution center near major transportation routes including freeways;
- Generate local tax revenue for the City of Perris and stimulate economic growth surrounding the project area; and
- Enhance image of the City of Perris by improving vacant property with a modern distribution center which is landscaped and provides improved roadways.

2. *No Project - Existing Land Use Alternative*

In accordance with CEQA and the CEQA Guidelines, the Final EIR evaluates the “no project” alternative,” which compares the impacts of approving the proposed project with the impacts of not approving it. Since the proposed project is consistent with the existing City of Perris General Plan Land Use Map land use designation, the No Project Alternative analyzed in the Final EIR is the continued use of the site for passive agriculture and vacant uses.

Relationship to Project Objectives

The No Project Alternative would not create any of the potentially significant impacts of the proposed project, but also would not fulfill any of the Project Objectives.

FINDING: Pursuant to Public Resources Code §21081(a)(3) and CEQA Guidelines §15091(a)(3), the City Council finds that the No Project Alternative is rejected because it would not fulfill any of the Project Objectives, as described above.

3. *Reduced Square Footage Alternative*

The Reduced Square Footage alternative will reduce the square footage of proposed building by 20 percent. Although the overall square footage of the project could be reduced, not all aspects of development would be reduced equally as a result. Implementation of this alternative would result in a volume reduction of project-generated traffic. The reduced traffic would result in slightly lesser noise impacts, by reducing the amount of vehicle traffic noise, and reduced air quality impacts. However, air quality impacts will not be sufficiently reduced to eliminate significant impact findings. Impacts related to biological, cultural, geology, hazards, hydrology, land use, and utilities (water, sewer, and solid waste) would essentially stay the same as the proposed project.

Relationship to Project Objectives

Development of the Reduced Square Footage Alternative would partially meet the Project Objectives but will not be as economically competitive and more likely not as economically viable for the applicant to construct and operate.

FINDING: Pursuant to Public Resources Code §21081(a)(3) and CEQA Guidelines §15091(a)(3), the City Council finds that the Reduced Square Footage alternative is rejected because it cannot fully attain all Project Objectives, cannot be as economically viable as the proposed project, and is likely not as economically viable for the applicant to construct and operate.

4. *Business Park Alternative*

The Business Park alternative would allow for business park uses that are allowed under the current general Plan Land Use Map designation for the project site. This alternative would allow for the development of up to 811,840 square feet of business park uses. Although the amount of building space would be less than the proposed project, the business park uses would generate nearly seven times the amount of daily traffic as the proposed project. Impacts related to agricultural resources, airport hazards, biological resources, cultural resources, geology / soils, hazards & hazardous materials, hydrology / water quality, land use / planning, solid waste, and water and sewer would be the same as the proposed project. However, impacts to air quality, noise, and transportation / traffic would be substantially greater than the proposed project.

Relationship to Project Objectives

Development of the Business Park alternative would partially meet the Project Objectives but will generate substantially greater impacts to air quality, noise, and transportation / traffic.

FINDING: Pursuant to Public Resources Code §21081(a)(3) and CEQA Guidelines §15091(a)(3), the City Council finds that the Business Park alternative is rejected because it will not reduce any impacts of the proposed project and will generate substantially greater impacts to air quality, noise, and transportation / traffic.

5. *Environmentally Superior Alternative*

The CEQA Guidelines require that the environmentally superior alternative (other than the No Project alternative) be identified among the project and other alternatives considered in an EIR. Of the alternatives analyzed in the Final EIR, the Reduced Square Footage alternative is the most successful at reducing the environmental impacts of the proposed project. However, the alternatives analysis notes that the reductions in environmental effects under the Reduced Square Footage alternative is of limited benefit when compared to full and efficient use of available industrial properties, additional distribution warehousing facilities, tax generation, and employment opportunities which would be realized under the project. In this regard, the project, more so than the Reduced Square Footage alternative, responds to, and supports the City's General Plan vision for development of the subject site.

FINDING: The City Council hereby finds that the Reduced Square Footage alternative is considered the environmentally superior alternative based on the analysis of the Final EIR. However, the Reduced Square Footage alternative will not be as economically competitive and more likely not as economically viable for the applicant to propose. The reduction in the number of vehicles makes this alternative environmentally superior over the proposed project, but it will result in less revenue and thus less tax revenue and fewer jobs to the City.

G. Statement of Overriding Considerations

1. *Impacts That Remain Significant*

As discussed above, the City Council has found that the following impacts of the proposed project remain significant, either in whole or in part, after adoption and implementation of all the mitigation measures provided in the Final EIR:

- a. Conversion of land that is currently designated by the California Department of Agriculture as Prime Farmland and Farmland of Local Importance to a site that is developed with industrial land uses.
- b. Regional emissions of VOC, NO_x, PM-10, and PM-2.5 generated by short-term project-related construction activities will exceed the thresholds of significance recommended by the SCAQMD.
- c. Regional operational emissions of VOC and NO_x will exceed the thresholds of significance recommended by the SCAQMD.
- d. Cumulatively considerable regional net increase of VOC, NO_x, PM-10, and PM-2.5 generated by short-term project-related construction within a regional non-attainment area.
- e. Cumulatively considerable regional net increase of VOC and NO_x generated by operational activities within a regional non-attainment area.
- f. Cumulatively considerable contribution of greenhouse gas emissions to the state-wide cumulative impact.

2. *Overriding Considerations*

In accordance with CEQA Guidelines Section 15093, the City Council has, in determining whether or not to approve the project, balanced the economic, social, technological and other benefits of the proposed project against its unavoidable environmental risks, and has found that benefits of the proposed project outweigh the significant adverse environmental effects that are not mitigated to less than significant levels, for the reasons set forth below. This Statement of

Overriding Considerations is based on the review of the Final EIR and other information in the administrative record by the City Council. The City Council hereby finds that each of the reasons stated below constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the significant and unavoidable environmental effects of the proposed project. In addition, each reason is independently supported by substantial evidence contained in the administrative record.

1. The proposed project will further the industrial development of the City by locating a light industrial, warehouse/distribution facility on a currently-underutilized parcel designated by the City of Perris General Plan for such uses;
2. The proposed project will develop a warehouse distribution facility in proximity to other such uses, thereby minimizing land use impacts, and will take advantage of easy access to regional highways;
3. The proposed project will provide an expanded economic base for the City by generating substantial property tax revenue;
4. The proposed project will provide employment for construction workers and permanent positions required for project operation, thus contributing to the reduction of the housing-to-employment imbalance in the region;
5. The proposed project will contribute approximately \$9,028,386 in traffic impact mitigation fees to the City of Perris North Perris Road and Bridge Benefit District. These funds will pay for more than the proposed project's fair share of the traffic and circulation infrastructure in the project vicinity that will be needed to accommodate demand from future growth, including that of the proposed project;
6. The proposed project will improve and construct road infrastructure surrounding the project site, including along Indian Avenue, Webster Avenue, and Rider Street;
7. The proposed project will provide attractive landscaping along the perimeter of the project site that would surround a warehouse distribution facility at a location that was previously a sod farm and is currently fallow;
8. The proposed project would provide a number of amenities and benefits to the public where none now exist, such as sidewalks, undergrounded utilities, and improved drainage facilities.

H. Administrative Record

Various documents and other materials constitute the record of proceedings upon which the City Council bases its Findings (including the Statement of Overriding Considerations and the

Mitigation Monitoring and Reporting Program) and decisions contained herein. Documents related to the Final EIR are located in the City of Perris Development Services Department, Planning Division, 135 North “D” Street, Perris, California, 92570. Some documents included in the record of proceedings may also be located at the offices of consultants retained by the City for this proposed project. The custodian for the record of the proceedings is the Director of Development Services for the City of Perris.

I. Summary

1. Based on the foregoing Findings and the information contained in the administrative record, the City Council has made one or more of the following Findings with respect to each of the significant environmental effects of the proposed project identified in the Final EIR:

- a. Changes or alterations have been required in, or incorporated into, the proposed project which avoid or substantially lessen the significant environmental effects on the environment.
- b. Those changes or alterations are wholly or partially within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other public agency.
- c. Specific economic, social, technological, or other considerations make infeasible the Mitigation Measures or Alternatives identified in the Final EIR that would otherwise avoid or substantially lessen the identified significant environmental effects of the project.

2. Based on the foregoing Findings and information contained in the record, it is hereby determined that:

- a. All significant effects on the environment due to approval of the proposed project have been eliminated or substantially lessened where feasible;
- b. Any remaining significant effects on the environment found unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations in Section G, above.

III. APPROVALS

The City Council hereby takes the following actions:

- A. The City Council certifies the Final EIR for the proposed project.

B. The City Council hereby adopts the Mitigation Monitoring and Reporting Program attached hereto and discussed in the Findings, Section II.D., above, and adopts and incorporates into the proposed project all mitigation measures within the responsibility and jurisdiction of the City.

C. The City Council hereby adopts these Findings in their entirety, including the Statement of Overriding Considerations.

D. Having independently reviewed and analyzed the Final EIR, certified the Final EIR, incorporated mitigation measures into the proposed project, and adopted the Findings (including the Statement of Overriding Considerations set forth therein and the Mitigation Monitoring and Reporting Program attached thereto), the City Council hereby approves the Rados Distribution Center – Perris project.

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation measures were incorporated into this project to reduce environmental impacts identified in the project Draft and Final Environmental Impact Reports (DEIR and FEIR). Pursuant to Section 15097, a written monitoring and reporting program has been compiled to verify implementation of adopted mitigation measures. “Monitoring” refers to the ongoing or periodic process of project oversight provided by the “Responsible Party” listed in the following table. “Reporting” refers to written compliance review that will be presented to the decision making body or authorized staff person identified in the table below. A report can be required at various stages throughout the project implementation or upon completion of the mitigation measure. The following table provides the required information which includes identification of the potential impact, various mitigation measures, applicable implementation timing, agencies responsible for implementation, and the monitoring/reporting method for each mitigation measure identified.

The following mitigation measures contain several acronyms that are defined in the DEIR and FEIR, but may not be defined in the following mitigation measures. As used in the mitigation measures, these acronyms are defined as follows:

CARB	California Air Reserve Board
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
City	City of Perris
FAA	Federal Aviation Administration
HCP	Habitat Conservation Plan
MARB	March Air Reserve Base
NO _x	Oxides of Nitrogen
MSHCP	Multiple Species Habitat Conservation Plan
PRC	Public Resources Code
PRMTP	Paleontological Resources Monitoring and Treatment Plan
SCAQMD	South Coast Air Quality Management District
SKR	Stephens’ Kangaroo Rat
VOC	Volatile organic compounds

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
<p>Airport Hazards</p> <p>Result in a safety hazard for people residing or working in the project area where located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport.</p>	<p>MM Airport 1: All street lights and other outdoor lighting 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 approval of street improvement plans and prior to building permits</p>	<p>City of Perris Public Works/ Engineering Administration Division Building Division</p>	<p>City to ensure that specified lighting is included.</p>
	<p>MM Airport 2: 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 annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”</p>	<p>Prior to certificate of occupancy</p>	<p>City of Perris Planning Division</p>	<p>City to confirm that proper notice has been provided.</p>
	<p>MM Airport 3: The following uses shall be prohibited: (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</p>	<p>Prior to certificate of occupancy</p>	<p>City of Perris Building Division</p>	<p>City to confirm that no proposed businesses contain any prohibited uses.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Airport Hazards	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. MM Airport 4: Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to March Air Reserve Base.	Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first	City of Perris Building Division Landowner MARB	Proof of aviation easement shall be provided to applicable entity
Air Quality	Violate any air quality standard or contribute substantially to an existing or projected air quality violation. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	Mitigation Measure		
		MM Air 1: Electricity from permanent or temporary power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions. MM Air 2: All retail/commercial/industrial land uses shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.	Prior to grading permit Prior to building permit	City of Perris Planning Division Contractor City of Perris Building Division

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality	<p>MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NO_x, 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, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	Prior to grading permit	City of Perris Public Works/ Engineering Administration Division and Planning Division	City Planning Division to confirm that the Public Works/Engineering Administration Division. is satisfied with the Traffic Control Plan. Compliance monitored by City Engineer.
	<p>MM Air 4: During construction, all vehicles and equipment shall be properly maintained according to manufacturers' specifications at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction.</p>	During construction	Contractor City of Perris Planning Division	Equipment maintenance records and equipment design specification data sheets shall be kept on-site and available for review by the City or SCAQMD during construction.
	<p>MM Air 5: The project developer shall require by contract specification that construction equipment used for construction meets or exceeds Tier 3 standards. Alternatively, all construction equipment shall be equipped with CARB-verified oxidation catalysts, diesel particulate traps or other verified or certified retrofit technologies with the greatest control efficiency for the specific category of equipment. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris prior to issuance of a grading permit.</p>	Prior to grading permits	City of Perris Planning Division	Submittal of project construction specifications for approval.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality	<p>MM Air 6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on site and off site.</p> <p>MM Air 7: Construction parking shall be configured to minimize traffic interference.</p> <p>MM Air 8: 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 the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.</p> <p>MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer 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 permit issuance.</p>	<p>Prior to grading permit and during construction</p> <p>Prior to grading permit and during construction</p> <p>Prior to the issuance of building permit</p> <p>Prior to grading permit</p>	<p>City of Perris Planning Division.</p> <p>City of Perris Public Works/ Engineering Administration Division And Planning Division</p> <p>City of Perris Planning Division</p> <p>City of Perris Planning Division</p>	<p>City of confirm that this requirement appears in the building construction specifications.</p> <p>City Planning Division to confirm that the Public Works/Engineering Administration Division is satisfied with the Traffic Control Plan.</p> <p>Construction specifications shall be included in the building specifications that assure these requirements are implemented.</p> <p>Approved dust control plan or other sufficient proof of compliance with Rule 403 Complied by City Engineer.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality				
	MM Air 10: All vehicles shall be prohibited from idling in excess of five minutes.	Prior to certificate of occupancy	City of Perris Planning Division	Confirmation that signs have been posted on the building limiting idling.
	MM Air 11: Loading bays shall be equipped with electrification, and/or auxiliary power units.	Prior to building permits	City of Perris Planning Division	Confirmation that architectural plans include electrification, and/or auxiliary power units.
	MM Air 12: Roads and parking areas shall be paved.	Prior to building permit	City of Perris Planning Division	Confirmation that architectural/site plans include paved areas.
	MM Air 13: The project shall post contact information outside the facility for the public to call if a specific air quality issue arises. The individual charged with receipt of these calls shall respond to the caller within 24 hours and resolution of the air quality issue, if valid, will occur as soon as possible.	Prior to sign approvals	City of Perris Planning Division	Ensure that signs providing this information are provided.
	MM Air 14: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that provide funding for cleaner than required heavy-duty engines and emission control devices, such as 2007 or newer model year or 2010 compliant vehicles.	Prior to certificate of occupancy	City of Perris Planning Division	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices.
	MM Air 14a: Service equipment at the facility will be either low-emission propane powered or electric (i.e., forklifts).	Set forth as Condition of Approval prior to project approval.	City of Perris Planning Division	Confirmation that lease agreements include this restriction.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality	MM Air 15: The project shall be, at a minimum, required to increase building energy performance 14 percent beyond Title 24, and reduce water use by 20 percent. Prior to issuance of any building permits, building plans shall include proof of these reductions.	Prior to building permits	City of Perris Building Division	Submission of a Title 24 worksheet with building plans shall be required.
	MM Air 16: The project shall be required to use recycled materials for at least 15 percent of construction materials. Regional materials that are extracted, processed, and manufactured regionally will also be required to account for 10 percent of the project.	Prior to building permits	City of Perris Building Division	Construction specifications to include reporting procedure so City can verify compliance.
	MM Air 17: The project shall be required to recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris by weight and volume.	Prior to building permits	City of Perris Planning Division	Construction specifications to include reporting procedure so City can verify compliance.
	MM Air 18: In order to reduce energy consumption from the proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) 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., Building Division or Department of Public Works/Engineering) prior to conveyance of applicable streets.	Prior to conveyance of applicable streets	City of Perris Building Division or Department of Public Works/ Engineering Administration Division	Applicable plan shall indicate energy-efficient street lighting throughout the project.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
<p>Biological Resources</p> <p>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>MM Bio 1: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist no more than 30 days prior to commencement of grading and construction activities within those portions of the project site containing suitable burrowing owl habitat. The time lapse between surveys and site disturbance should not exceed 30 days. Additional surveys are necessary when the initial disturbance is followed by periods of inactivity or the development is phased spatially and/or temporally over the project site. Burrowing Owl surveys will be conducted in accordance with the methodologies prescribed by CDFG in their 1995 Staff Report and the Burrowing Owl Consortium in their 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines.</p> <p>If active nests are identified on site during the pre-construction survey, they shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy the site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the California Department of Fish and Game. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent</p>	<p>No more than 30 days prior to grading or construction activities and prior to issuance of grading permit</p>	<p>Developer Qualified Biologist City of Perris Planning & Building Division</p>	<p>Developer shall hire a qualified biologist to perform a pre-construction survey. Report shall be provided to the City of Perris Planning Division and the Planning Division. shall notify the Building Division of compliance, prior to the issuance of a grading permit.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Biological Resources	<p>reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation.</p> <p>MM Bio 2: In order to avoid violation of the MBTA and California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.</p> <p>If site preparation activities are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p>	<p>Mitigation measure required only between February 1 and August 31</p> <p>No more than 30 days prior to issuance of grading permit</p>	<p>Developer Qualified Biologist City of Perris Planning & Building Divisions</p>	<p>Developer shall hire a qualified biologist to perform a pre-activity survey if site preparation is to occur between February 1 and August 31. Report shall be provided to the City of Perris Planning Division and the Planning Division shall notify the Building Division of compliance, prior to the issuance of a grading permit.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Biological Resources				
	MM Bio 3: The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Potential impacts to the SKR are mitigated on a regional basis through compliance the SKR HCP mitigation fees. To address the impacts associated with the cumulative loss of habitat for special status species, the proposed project shall be conditioned to pay the MSHCP mitigation fees as set forth under Ordinance No. 1123 and the City of Perris' Stephens' Kangaroo Rat mitigation fees as set forth under Ordinance No. 794.	Prior to the issuance of grading permits.	City of Perris Planning Division	Payment of fees.
Cultural Resources				
The project would cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the <i>CEQA Guidelines</i> .	MIM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase. Any Native American resources shall be evaluated in accordance with the <i>CEQA Guidelines</i> and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.	During grading	Developer or its Contractor Qualified Archaeologist City of Perris Planning Manager and Planning Division	Project developer or its contractor shall provide the name of the qualified archaeologist that has been requested to perform cultural resource monitoring at the project site. A qualified archaeologist meets, at a minimum, the United States Secretary of the Interior's professional qualification standards and the minimum criteria for recognition by the Register of Professional

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>MM Cultural 2: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a paleontological resources monitoring and treatment plan (PRMTP) in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology, and shall include, but not be limited to the following:</p> <ol style="list-style-type: none"> The excavation of areas identified as likely to contain paleontological resources shall be monitored by a full-time qualified paleontological monitor. Monitoring shall be restricted to undisturbed subsurface areas of older 	Prior to grading permit	Developer or its Contractor Qualified Paleontological Monitor City of Perris Planning Division	Archaeologists (RPA), in accordance with City of Perris protocol. After the Planning Manager has approved the selection of the qualified archaeologist, the archaeologist shall provide the City Planning Division with a Phase IV Cultural Resources Monitoring Report of the findings and recommendations. A copy of the Phase IV Cultural Resources Monitoring Report shall be distributed to the Eastern Information Center. PRMTP shall be prepared and submitted to the City Planning Division for review and approval prior to issuance of grading permits. Final monitoring and mitigation report of the findings shall be submitted to the City Planning Division

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources	<p>alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <ol style="list-style-type: none"> 2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. 3. Specimens shall be identified and curated, and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. 4. 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>MM Cultural 3: In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the City of Perris Planning Division immediately and retain a professional archaeologist to assess the find. In accordance with the California Health and Safety Code, the City</p>			within 60 days of completion of the grading activities.
The project would disturb any human remains, including those interred outside of formal cemeteries.		During construction	Developer or its Contractor County Coroner City of Perris Planning Division	Implementation of CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98; and if the Coroner determines that the remains are of Native American origin, the Coroner shall contact the

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources	<p>of Perris will contact the County Coroner's office within 24 hours and the coroner will be permitted to examine the remains.¹ Despite the affiliation of any Native American observers at the site, the Commission's identification of the MLD will stand. The disposition of the remains will be determined in consultation with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.</p> <p>If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.</p> <p>Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.</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.</p>			<p>Native American Heritage Commission within 24 hours for identification of the Most Likely Descendant, pursuant to Section 15064.5(e) of the <i>CEQA Guidelines</i>.</p> <p>City to have final determination if impasse occurs between land owner, most likely descendant and archaeologist.</p>

¹ The "Most Likely Descendant" ("MLD") is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. In the case of the City of Perris, the Native American Heritage Commission may identify any Luiseño descendant, but generally names the Soboba or Pechanga bands of Mission Indians (both Luiseño populations) and alternates between the two groups. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
<p>Geology/Soils</p> <p>The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure, including liquefaction.</p> <p>However, to ensure that imported soil is not contaminated, mitigation is required.</p>	<p>MM Geo 1: Fill material imported from other areas shall be tested to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials, prior to placement on site.</p>	<p>Prior to grading permit</p>	<p>City of Perris Public Works/ Engineering Administration Division Building Division</p>	<p>City to ensure that fill material has been tested and is suitable.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
<p>Transportation/Traffic</p> <p>Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, or exceed, either individually or cumulatively, a level of service standard established by the city/county congestion management agency for designated roads or highways.</p>	<p>MM Trans 1: Indian Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.</p>	<p>Prior to approval of street improvement plans Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Transportation/Traffic	<p>MM Trans 2: Indian Avenue shall be constructed as a 42-foot pilot road from the northern edge of the project site to Harley Knox Boulevard.</p>	<p>Prior to approval of street improvement plans Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 3: Webster Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.</p>	<p>Prior to approval of street improvement plans Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 4: Rider Street shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site, eastward to Perris Boulevard.</p>	<p>Prior to approval of street improvement plans Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 5: Sight distance at the project entrance roadway 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.</p>	<p>Prior to approval of street improvement plans</p>	<p>City of Perris Public Works/ Engineering Administration Division</p>	<p>Approval of street improvement plans.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Transportation/Traffic				
	MM Trans 6: The proposed project shall participate in the phased construction of off-site traffic signals through payment of the project's fair share of traffic signal mitigation fees.	Prior to first building permit	City of Perris Public Works/ Engineering Administration Division	Submission of traffic signal mitigation fee.
	MM Trans 7: Signing/stripping shall be implemented in conjunction with detailed construction plans for the project site.	Prior to the final site plan approval	City of Perris Public Works/ Engineering Administration Division	City to ensure that specified signing/stripping is provided on the plans prior to the final site plan approval and implemented to the City's satisfaction prior to the issuance of a certificate of occupancy.
	MM Trans 8: Construct the intersection of Indian Avenue and Project Driveway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Prior to approval of street improvement plans Prior to certificate of occupancy	City of Perris Public Works/ Engineering Administration Division City of Perris Building Division	City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Transportation/Traffic				
	<p>MM Trans 9: Modify the intersection of Indian Avenue and Rider Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Southbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Westbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 10: Construct the intersection of Car Driveway East and Rider Street to restrict movement to right-in and right-out only from the driveway with the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One right turn lane. Stop controlled.</p> <p>Eastbound: One through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 11: Construct the intersection of Truck Driveway East and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Transportation/Traffic				
	<p>MM Trans 12: Construct the intersection of Truck Driveway West and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 13: Construct the intersection of Car Driveway West and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>
	<p>MM Trans 14: Construct the intersection of Webster Avenue and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One left turn lane. One right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p>	<p>Prior to approval of street improvement plans</p> <p>Prior to certificate of occupancy</p>	<p>City of Perris Public Works/ Engineering Administration Division</p> <p>City of Perris Building Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy.</p>

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Transportation/Traffic	<p>MM Trans 15: Construct the intersection of Webster Avenue and Project Driveway to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not Applicable. Westbound: One shared left turn and right turn lane. Stop controlled.</p> <p>MM Trans 16: The project shall participate in the cost of off-site improvements through payment of the fair share mitigation fees. These 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 roads to the general plan build-out level.</p>	<p>Prior to approval of street improvement plans Prior to certificate of occupancy</p> <p>Prior to building permit</p>	<p>City of Perris/ Public Works/ Engineering Administration Division City of Perris/ Building Division</p> <p>City of Perris/ Public Works/ Engineering Administration Division</p>	<p>City to ensure that specified cross-sections are provided on the plans and constructed to the City's satisfaction prior to the issuance of a certificate of occupancy. Receipt of payment.</p>