### 4.1 Aesthetics

<table>
<thead>
<tr>
<th>Impact/Threshold</th>
<th>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</th>
<th>Monitoring/Timing Frequency</th>
<th>Action Indicating Compliance</th>
<th>Monitoring Agency</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A new source of substantial light or glare which would adversely affect daytime or nighttime views in the area</td>
<td>AE 4.1A Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that construction staging areas are located in the northern and western portions of the project site. In addition, any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.</td>
<td>Prior to issuance of a grading permit</td>
<td>Review and approval of Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
<td>Initials Date Remarks</td>
</tr>
</tbody>
</table>

### 4.3 Air Quality

<table>
<thead>
<tr>
<th>Applicable PVCC Specific Plan Mitigation Measures</th>
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<tbody>
<tr>
<td>Violate any ambient air quality standards or contribute substantially to an existing air quality violation? Result in a cumulative considerable net increase of any criteria pollutant for which the project region is in nonattainment area under an applicable federal or state ambient air quality standard?</td>
</tr>
</tbody>
</table>

| MM Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. | Prior to issuance of a grading permit | Approval of required traffic control plan | City of Perris Engineering Administration Division |

<table>
<thead>
<tr>
<th>MM Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</th>
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<tbody>
<tr>
<td>- requiring the application of non-toxic soil</td>
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<tr>
<td>Impact/Threshold</td>
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</table>
### MITIGATION MONITORING AND REPORTING PROGRAM

<table>
<thead>
<tr>
<th>Impact/Threshold</th>
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<tr>
<td></td>
<td>disturbed areas as quickly as possible.</td>
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<tr>
<td>MM Air 4 Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.</td>
<td>Prior to issuance of building and grading permits</td>
<td>Confirmation that building and grading permits include required restriction</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the city the City of Perris' Building Division prior to issuance of grading permits.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that this requirement is included in Contractor Specifications</td>
<td>City of Perris Building Division</td>
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<tr>
<td>MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB In-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PurNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications and project construction documents</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.</td>
<td>Prior to issuance of a grading permit and during construction</td>
<td>Confirmation that this requirement is included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>MM Air 9</td>
<td>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 &quot;Super-Compliant&quot; VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</td>
<td>Prior to the issuance of building permits</td>
<td>Confirmation that this requirement is included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td><strong>Additional Construction Project-Level Mitigation Measures</strong></td>
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<tr>
<td>AQ 4.3A</td>
<td>All diesel construction equipment shall be configured to meet or exceed the EPA Tier 3 emissions standards</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
<td></td>
</tr>
<tr>
<td>AQ 4.3B</td>
<td>The proposed project and its contractors shall ensure that, during construction, site preparation and grading phases do not overlap and that all other construction phases occur after these two construction phases so that construction emissions do not exceed those established by SCAQMD.</td>
<td>Prior to issuance of a grading permit</td>
<td>Review and approval of Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
<td></td>
</tr>
<tr>
<td>AQ 4.3C</td>
<td>The proposed project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than five minutes.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3D</td>
<td>The proposed project and its contractors shall ensure that, during construction, no diesel-powered generators shall be used to the extent feasible.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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</tbody>
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## MITIGATION MONITORING AND REPORTING PROGRAM

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<tr>
<td>AQ 4.3E</td>
<td>Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to apply architectural coatings (meets PVCCSP EIR MM Air 8)</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>Building Division</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3F</td>
<td>The proposed project's warehouse structures shall utilize precoated / natural-colored building materials to reduce emissions from applying architectural coatings.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>Building Division</td>
<td>City of Perris Development Services Department Building Division and Planning Division</td>
<td></td>
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</tr>
<tr>
<td>AQ 4.3G</td>
<td>The proposed project and its contractors shall ensure that either water based or low-VOC coating be utilized to apply the architectural coatings.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>Building Division</td>
<td>City of Perris Development Services Department Building Division</td>
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</tr>
<tr>
<td>AQ 4.3H</td>
<td>All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%) (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>Building Division</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3I</td>
<td>The project shall incorporate a water conservation strategy of 30% or higher (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>Building Division</td>
<td>City of Perris Development Services Department Building Division</td>
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### Applicable Operational PVCC Specific Plan Mitigation Measures

**MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

Prior to issuance of occupancy permits and annually thereafter

Confirmation that this requirement is included in building specifications

Inspection to confirm signage posted

City of Perris Development Services Department Building Division

**MM Air 12** Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.

Prior to issuance of certificate of occupancy and periodically after development

Confirmation that architectural plans for buildings at which TRUs will be used include electrical hookups and/or auxiliary power units

City of Perris Development Services Department Building Division
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<th>Verification Compliance of Initials Date Remarks</th>
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</thead>
<tbody>
<tr>
<td>MM Air 18</td>
<td>Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</td>
<td></td>
<td></td>
<td></td>
<td>Mitigation measure completed with preparation of the Draft EIR</td>
</tr>
<tr>
<td>MM Air 19</td>
<td>In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of energy-efficient street lighting plans</td>
<td>City of Perris Development Services Department Building Division</td>
<td></td>
</tr>
<tr>
<td>MM Air 20</td>
<td>All Project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%). The Project shall incorporate a water conservation strategy of 30% or higher.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
<td></td>
</tr>
<tr>
<td>Additional Operational Project-Level Mitigation Measures</td>
<td>AQ 4.3.J All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%).</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3.K</td>
<td>Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to reapply architectural coatings.</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Perris Development Services Department Planning Division</td>
<td></td>
</tr>
<tr>
<td>AQ 4.3.L</td>
<td>All building tenants shall utilize only electric yard trucks and forklifts.</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Perris Development Services Department Planning Division</td>
<td></td>
</tr>
<tr>
<td>AQ 4.3.M</td>
<td>Prior to issuance of a building permit, the Project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. In addition, the Project will incorporate 2 electric vehicle charging stations for light-duty vehicles. Electrical lines shall be designed and sized to add additional charging stations when a demand is demonstrated.</td>
<td>Prior to the issuance of building permits</td>
<td>Confirmation that building plans include the required design features</td>
<td>City of Perris Development Services Department Planning Division</td>
<td></td>
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<tr>
<td>AQ 4.3.N</td>
<td>Prior to the issuance of building permits, the Project proponent shall submit lighting plans to the City of Perris Building Division demonstrating that outdoor lighting is limited to levels needed for safety and security.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of site lighting plans</td>
<td>City of Perris Development Services Department Planning Division</td>
<td></td>
</tr>
<tr>
<td>AQ 4.3.O</td>
<td>Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to</td>
<td>Prior to issuance of occupancy permits and annual reports</td>
<td>Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control</td>
<td>City of Perris Development Services Department Planning and Building Divisions</td>
<td></td>
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<tr>
<td>Impact/Threshold</td>
<td>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</td>
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<td>become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Development Services Department. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.</td>
<td>devices</td>
<td>Confirmation that annual reports are submitted</td>
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<tr>
<td>AQ 4.3.P Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Perris Development Services Department Planning Division</td>
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<tr>
<td>- Building energy efficiency, solid waste reduction, recycling, and water conservation.</td>
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<td>- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.</td>
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<td>- Participation in the Voluntary Interindustry Commerce Solutions (VICS) &quot;Empty Miles&quot; program to improve goods trucking efficiencies.</td>
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<td>- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.</td>
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<tr>
<td>- The importance of minimizing traffic, noise, and air pollutant impacts to residences on Markham Street and Webster Avenue.</td>
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<tr>
<td>AQ 4.3.Q Prior to issuance of an occupancy permit, the project proponent shall install a sign on the east side of the property with telephone, email, and regular mail contact information for a designated</td>
<td>Prior to issuance of occupancy permits</td>
<td>Inspection to confirm sign has been installed</td>
<td>City of Perris Development Services Department</td>
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### MITIGATION MONITORING AND REPORTING PROGRAM

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<td>representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve reasonable complaints within 24 hours.</td>
<td>Planning Division and City Engineer</td>
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### 4.4 Biological Resources

**Additional Project-Level Mitigation Measures**

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

<table>
<thead>
<tr>
<th>B 4.4A</th>
<th>The removal of trees and vegetation shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>a) A migratory nesting bird survey of all trees to be removed shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing. The migratory nesting bird survey shall be conducted by a qualified biologist within three (3) days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree.</td>
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<tr>
<td></td>
<td>b) A copy of the migratory nesting bird survey results report shall be provided to the City of Perris Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City Planning Division and shall be no less than a 300-</td>
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</tbody>
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| Mitigation measure required only between February 1 and September 15 | Pre-activity field survey report provided to City of Perris | City of Perris Development Services Department Planning Division | |

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<th>Initials</th>
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<th>Remarks</th>
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## Mitigation Monitoring and Reporting Program

### 4.5 Cultural Resources

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<tr>
<th>Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5</th>
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<tbody>
<tr>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
</tr>
<tr>
<td><strong>CUL 4.5A</strong> Prior to the initiation of any earthmoving activities within the Patterson Avenue ROW, the project developer shall hire a professional archaeologist(^1) to provide cultural resource monitoring services within 100 feet of the recorded archaeological site (CA-RIV-6930). Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site until the archaeologist has been approved by the City. A designated Native American observer from either the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians shall also be included in the monitoring program to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The Native American observer shall accompany the archaeologist for the duration of the grading phase.</td>
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<tr>
<td><strong>Monitoring/Timing</strong></td>
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<td><strong>Action Indicating Compliance</strong></td>
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<td><strong>Verification of Compliance</strong></td>
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\(^1\) For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior’s standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.
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<td>During grading activities within the Patterson Avenue ROW between Markham Street and Perry Street, the archaeologist shall monitor earthmoving activities consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeological monitor shall be responsible for maintaining daily field notes and a photographic record, and for reporting all finds to the developer, the Native American observer, and the City of Perris in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If any archaeological resources are discovered during the monitoring effort, the area of monitoring activities shall be extended 100 feet from the newly discovered resource. In the event that archaeological resources are discovered within the off-site Project improvement areas, the handling will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. All items found in association with Native American human remains or in sacred/ceremonial contexts will be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a federally accredited curation facility such as University of California, Riverside Archaeological Research Unit (UCR-ARU), the Western Center for</td>
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## MITIGATION MONITORING AND REPORTING PROGRAM

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<th>Monitoring Agency</th>
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<td>Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time once the Phase II monitoring and evaluation report has been completed. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subject to curation or returned to the property owner, as deemed appropriate. Once grading activities have ceased or the archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities within this area can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any historic and/or pre-historic archaeological resources recovered during the Phase II Archaeological Testing Program conducted for Site CA-RIV-8390 has been curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians.</td>
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<td>CUL 4.5B The Project developer shall retain a professional archaeologist(s) prior to the issuance of Prior to issuance of a grading permit and during Confirmation of professional Prior to issuance of a grading permit and during</td>
<td>City of Perris Development</td>
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2 For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to
### MITIGATION MONITORING AND REPORTING PROGRAM

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<td>grading permits. The task of the archaeologist shall be to monitor the initial ground-altering activities(^3) at the subject site and off-site Project improvement areas for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no grading activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.</td>
<td>subsurface excavation</td>
<td>archaeologist retention/on-going monitoring/submittal of Report of Findings and curate discovered resources, if applicable</td>
<td>Services Department Planning Division</td>
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<td>The archaeological monitor shall be responsible for maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources.</td>
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<td>In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the</td>
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\(^3\) For the purpose of this measure, ground-altering activities include, but are not limited to, debris removal, vegetation removal, tree removal, grading, trenching, or other site-preparation activities. Initial ground-altering activities refer to the first time that the existing materials are altered by construction-related activities. Materials that have already been disturbed by construction-related activities do not require subsequent monitoring.
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<td>Professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians. A designated Native American observer from either the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a federally accredited curation facility such as University of California, Riverside Archaeological Research Unit (UCR-ARU), the Western Center for Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate. Once grading activities have ceased or the</td>
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<td>archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</td>
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<td>A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of these steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during Project development have been curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians and the Sobaño Band of Luiseño Indians.</td>
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<td>Cul 4.5C</td>
<td>Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIIMP). The PRIIMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the</td>
<td>Prior to the issuance of a grading permit</td>
<td>Confirmation of professional paleontologist retention</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.</td>
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<td>CUL 4.5.D In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendant”</td>
<td>During construction activities</td>
<td>Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>(MLD).(^4) Despite the affiliation with any Native American representatives at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed</td>
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\(^4\) The “Most Likely Descendent” (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner’s office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.
### MITIGATION MONITORING AND REPORTING PROGRAM

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<td>appropriate, the remains will be recovered by the Coroner and handled through the Coroner's Office. Coordination with the Coroner's Office would be through the City of Perris and in consultation with the various stakeholders. As shown above, most of the revisions recommended by the Tribe have been incorporated into the revised mitigation measure. The aspects that have not been incorporated are the actions of the County Coroner. The City of Perris can only enforce actions that are directly under its regulatory authority. This includes the actions of developers of projects within its jurisdiction. The City can require that a project developer provide access to the County Coroner to assess discovered human remain, but it cannot require the coroner to examine the remains within 24 hours or notify the NAHC within 24 hours. That is the legal responsibility of the coroner over which the City of Perris has no control. As such, the mitigation measure is worded to ensure that the project developer provides access to any discovery of human remains within the timeframe required for the coroner to comply with his requirements.</td>
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#### 4.6 Geology and Soils

**Additional Project-Level Mitigation Measures**

<p>| Result in substantial soil erosion or the loss of topsoil? | GEO 4.6A Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that the siting, design and construction of all structures and facilities within the project limits are in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code. These California Building Codes are specifically designed to ensure structural safety in the event of a seismic event. | Prior to issuance of a building permit | Submission of plans prepared in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code | City of Perris Development Services Department Building Division |                           |</p>
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<td>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</td>
<td>GEO 4.6A, above</td>
<td>Prior to issuance of a building permit</td>
<td>Submission of plans prepared in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>4.7 Greenhouse Gas</td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>GHG 4.7A All project building shall be designed to exceed current Title 24 requirements by 20 percent (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>GHG 4.7B The project shall incorporate a water conservation strategy of 30 percent or higher.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>GHG 4.7C The project shall improve the pedestrian network and provide traffic calming measure.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a pedestrian network and provide traffic calming plans with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>4.8 Hazards and Hazardous Materials</td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>For a project located within an airport land use plan or where such a plan has not been adopted within</td>
<td>HH 4.8A Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal of a lighting plan that any outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or</td>
<td>Prior to issuance of building permits</td>
<td>Submission of lighting plans demonstrating that lights are hooded or shielded to</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?</td>
<td>reflection into the sky and that all outdoor lighting is downward facing as much as feasible.</td>
<td>prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing as much as feasible</td>
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<td>HH 4.8B Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal and agreement of additional conditions of approval that the following uses shall be prohibited on site</td>
<td>Prior to issuance of building permits</td>
<td>Submission of evidence that uses listed are prohibited in site</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>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.</td>
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<td>b. Any use which would cause sunlight to be reflected 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.</td>
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<td>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. (Such uses include landscaping utilizing water features, aquaculture, production of grain, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and</td>
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<td>HH 4.8C</td>
<td>Prior to recordation of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first, the landowner of the project site shall convey an air navigation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded.</td>
<td>Prior to recordation of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first</td>
<td>Submission of evidence of conveyance of an air navigation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>HH 4.8D</td>
<td>Prior to the transfer of any real property or the finalization of a lease agreement for property associated with the project, the transferee (or lessee), notification required by Condition 4 of the Riverside County Airport Land Use Commission's consistency determination.</td>
<td>Prior to transfer of any real property or the finalization of a lease agreement for property associated with the project</td>
<td>Submission of evidence of the transfer (or lease), notification required by Condition 4 of the Riverside County Airport Land Use Commission's consistency determination</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>HH 4.8E</td>
<td>Prior to issuance of building permits for the project, the applicant shall submit a Notice of</td>
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<td>Prior to issuance of building permits</td>
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<td>Proposed Construction of Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,542 feet AMSL and shall have received a determination of “No Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Perris Planning Department and the Riverside County Airport Land Use Commission.</td>
<td>Notice of Proposed Construction of Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,542 feet AMSL and shall have received a determination of “No Hazard to Air Navigation” from the FAA</td>
<td>Department Planning Division and RCALUC</td>
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<td>HH 4.8F Prior to the issuance of occupancy permits for the project, the project proponent shall provide evidence to the City that vegetation proposed for in and around the proposed detention/retention basins does not provide food or cover for bird species that would be incompatible with airport operations.</td>
<td>Prior to the issuance of occupancy permits</td>
<td>City of Perris Development Services Department Planning Division</td>
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<tr>
<td>4.9 Hydrology and Water Quality</td>
<td>Additional Project-Level Mitigation Measures</td>
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<tr>
<td>Violate any water quality standards or waste discharge requirements?</td>
<td>HW 4.9A Prior to grading plan approval and the issuance of a grading permit, the project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</td>
<td>Prior to grading plan approval and the issuance of a grading permit</td>
<td>Provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</td>
<td>City of Perris City Engineer</td>
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<td>HW 4.9B</td>
<td>Prior to grading plan approval and the first issuance of a grading permit by the City, the project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:</td>
<td>Prior to grading plan approval and the first issuance of a grading permit</td>
<td>Submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Perris</td>
<td>City of Perris City Engineer</td>
<td>Initials Date Remarks</td>
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<td>• Sediment discharges from the site may be controlled by the following: bags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.</td>
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MITIGATION MONITORING AND REPORTING PROGRAM

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<td>as required by the SWPPP.</td>
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<td>• No materials of any kind shall be placed in drainage ways.</td>
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<td>• Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.</td>
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<td>• All loose piles of soil, silt, clay, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.</td>
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<td>• The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.</td>
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<td>• Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.</td>
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<td>• The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.</td>
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<td>HW 4.9C</td>
<td>In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.</td>
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<td>Prior to issuance of grading permits, the project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the project:</td>
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<td>• The Construction Contractor shall be responsible for performing and documenting the application of BMPs</td>
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<td>Prior to issuance of grading permits</td>
<td>Confirmation that these requirements are included Contractor Specifications</td>
<td>City of Perris City Engineer</td>
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<td>Identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.</td>
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<td>HW 4.9D</td>
<td>Prior to grading plan approval and issuance of a grading permit by the City, the project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.9.H. Treatment-control BMPs shall include on-site detention/filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.</td>
<td>Prior to grading plan approval and issuance of a grading permit by the City</td>
<td>Review and approval of Final WQMP</td>
<td>City of Perris City Engineer</td>
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<td>Otherwise substantially degrade water quality?</td>
<td>HW 4.9A through 4.9D, above</td>
<td>See above</td>
<td>See above</td>
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<td>Substantially alter the existing drainage pattern of the site or</td>
<td>HW 4.9A through 4.9D, above</td>
<td>See above</td>
<td>See above</td>
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## MITIGATION MONITORING AND REPORTING PROGRAM

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<td><strong>4.12 Noise</strong></td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
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<td><strong>N 4.12A</strong> A minimum 14-foot high screening wall is required along the project site’s eastern property line. The wall must extend the length of the eastern property line as indicated in Figure 4.12-6.</td>
<td>Prior to issuance of building permit</td>
<td>Review and approval of Final Site Plan</td>
<td>City of Perris Development Services Department Building Division and Planning Division</td>
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<td><strong>N 4.12B</strong> A temporary 8-foot high noise barrier is required along the project site’s eastern property line at Webster Avenue to provide shielding from construction noise impacts. The temporary noise barrier must extend the length of the eastern property line as indicated in Figure 4.12-6.</td>
<td>Prior to the issuance of grading permit</td>
<td>Approval of plans and specifications for a temporary noise barrier or evidence that permanent screen wall will be constructed</td>
<td>City of Perris Development Services Department Building Division</td>
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<td><strong>N 4.12C</strong> Construction will be limited to the hours of 7:00 a.m. to 7 p.m., Monday through Saturday, in accordance with the City of Perris Municipal Code Section 7.34.060. No construction activities are permitted outside of these hours or on Sundays and legal holidays, except for Columbus Day and Washington’s Birthday.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Perris Development Services Department Building Division</td>
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<td><strong>N 4.12D</strong> During all project site excavation and grading on site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer’s standards. Construction equipment shall be maintained so that</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>vehicles and their loads are secured from rattling and banging. Equipment shall be turned off when not in use and not allowed to idle. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
<td>Initials</td>
<td>Date</td>
<td>Remarks</td>
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<td>N 4.12E During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closet sensitive receptor.</td>
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<td>N 4.12F No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
<td>Initials</td>
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<td>N 4.12G Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>4.15 Traffic and Circulation</td>
<td>Additional Project-Level Mitigation Measures</td>
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<td>T 4.15A 2015 Forecast Year 2015 Mitigation Measures. Fair share Project contributions are shown as a percentage in the parenthesis.</td>
<td>Prior to issuance of occupancy permits</td>
<td>Site Inspection</td>
<td>City of Perris City Engineer</td>
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<td></td>
<td>o Day Street / Cajalco Expressway (7.4%) * Install a new traffic signal; and</td>
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| taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit. | - Construct one additional eastbound through lane.  
  - **Decker Road / Cajalco Expressway** (7.4%)  
    - Install a new traffic signal; and  
    - Construct one additional eastbound through lane.  
  - **Seaton Avenue / Cajalco Expressway** (10.6%)  
    - Install a new traffic signal; and  
    - Construct one additional eastbound through lane.  
  - **I-215 Southbound Ramps / Harley Knox Boulevard** (3.8%)  
    - Construct one exclusive southbound left-turn lane; and  
    - Construct one additional westbound left-turn lane.  
  - **I-215 Northbound Ramps / Harley Knox Boulevard** (5.8%)  
    - Construct one westbound free right-turn lane.  
    - Construct one additional westbound left-turn lane.  
  - **I-215 Southbound Ramps / Cajalco Expressway** (13.2%)  
    - Construct one additional southbound left-turn lane; and  
    - Construct one additional westbound left-turn lane.  
  - **I-215 Northbound Ramps / Ramona Expressway** (18.5%)  
    - Construct one additional eastbound left-turn lane; and  
    - Construct one westbound free right-turn lane.  
  - **Western Way / Harley Knox** | | | | | |
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<td>Boulevard (6.5%)</td>
<td>• Install a new traffic signal; and • Construct one exclusive eastbound left-turn lane.</td>
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<td>o Patterson Avenue / Harley Knox Boulevard (6.5%) • Construct one additional eastbound through lane; and • Construct one additional westbound through lane.</td>
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<td>o Nevada Avenue / Ramona Expressway (35.0%) • Install a new traffic signal; and • Construct one exclusive southbound right-turn lane.</td>
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<td>o Evans Road / Ramona Expressway (28.4%) • Construct one additional southbound right-turn lane with right-turn overlap signal phasing; • Construct one additional westbound through lane; and • Install westbound right-turn overlap signal phasing</td>
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<td>T 4.15B Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways. Specifically, signage shall be posted for Project driveways on Patterson Avenue indicating that trucks shall enter and exit the site at Patterson Avenue and head north towards Harvey Knox Boulevard, as well as Webster Avenue (which identifies that trucks are restricted from exiting the Project from that location). Further, the signage program shall include a requirement that signage be posted onsite along Ramona Expressway and Webster Avenue restricting trucks from utilizing Webster Avenue.</td>
<td>Prior to issuance of a building permit</td>
<td>Submittal of signage program for on-site and off-site truck circulation</td>
<td>City of Pomis City Engineer</td>
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<td>Prior to issuance of an occupancy permit, installation of the required signs shall be confirmed by the City.</td>
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<td>T 4.15C Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site requiring access on Patterson Avenue and prohibiting access on Webster Avenue to prevent trucks impacting adjacent residential uses.</td>
<td>Prior to issuance of an occupancy permit</td>
<td>Site inspection</td>
<td>City of Perris City Engineer</td>
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<td>T4.15D Forecast Year 2035 Mitigation Measures Fair share Project contributions are shown as a percentage in the parenthesis.</td>
<td>Prior to issuance of occupancy permits</td>
<td>Site inspection</td>
<td>City of Perris City Engineer</td>
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<td>o Day Street / Cajalco Expressway (2.7%)</td>
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<td>- Install a new traffic signal;</td>
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<td>- Construct one additional eastbound through lane; and</td>
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<td>- Construct one additional westbound through lane.</td>
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<td>o Decker Road / Cajalco Expressway (2.7%)</td>
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<td>- Construct one exclusive eastbound left-turn lane;</td>
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<td>- Construct one exclusive westbound left-turn lane; and</td>
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<td>- Construct one additional westbound through lane.</td>
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<td>o Seaton Avenue / Cajalco Expressway (4.1%)</td>
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<td>- Install a new traffic signal; and</td>
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<td>- Construct one additional eastbound through lane; and</td>
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<td>- Construct one additional westbound through lane.</td>
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<td>o Western Way / Harley Knox Boulevard</td>
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|                  | (6.1%)  
  - Install a new traffic signal; and  
  - Construct one exclusive eastbound left-turn lane.  
  - Patterson Avenue / Harley Knox Boulevard (6.1%)  
    - Construct one additional eastbound through lane; and  
    - Construct one additional westbound through lane.  
  - Nevada Avenue / Ramona Expressway (16.9%)  
    - Install a new traffic signal;  
    - Construct one exclusive southbound right-turn lane;  
    - Construct one additional eastbound through lane;  
    - Construct one exclusive eastbound right-turn lane;  
    - Construct one additional westbound through lane; and  
    - Construct one exclusive westbound right-turn lane.  
  - Webster Avenue / Ramona Expressway (13.2%)  
    - Construct one additional northbound left-turn lane; and  
    - Construct two southbound right-turn lanes with right-turn overlap signal phasing.  
  - Indian Street / Ramona Expressway (10.1%)  
    - Construct one additional northbound left-turn lane; and  
    - Construct one additional eastbound left-turn lane.  
  - Perris Boulevard/Ramona Expressway (12.7%)  
    - Construct one exclusive westbound right-turn lane. | | | | | |
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<tr>
<td>o Redlands Avenue / Ramona Expressway (10.1%)</td>
<td>• Construct one northbound through lane; • Construct two southbound left-turn lanes; and • Construct one southbound shared through/right-turn lane.</td>
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<tr>
<td>o Evans Road / Ramona Expressway (6.6%)</td>
<td>• Construct one additional southbound right-turn lane with right-turn overlap signal phasing; • Construct one additional westbound through lane; and • Install westbound right-turn overlap signal phasing.</td>
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<td>o I-215 Southbound Ramps/Harley Knox Boulevard</td>
<td>• Restripe the southbound approach to provide one exclusive left-turn lane and one shared through/right-turn lane; • Construct one additional southbound left-turn lane; • Construct one additional southbound right-turn lane; • Construct one additional eastbound through lane; and • Construct one additional westbound left-turn lane.</td>
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<tr>
<td>o I-215 Northbound Ramps / Harley Knox Boulevard</td>
<td>• Construct one additional eastbound through lane; • Construct one additional westbound through lane; and • Construct one westbound free right-turn lane.</td>
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<td>o I-215 Southbound Ramps / Cajaico Expressway</td>
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<td>Impact/Threshold</td>
<td>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</td>
<td>Monitoring/Timing Frequency</td>
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<td>• Construct one additional southbound left-turn lane; • Construct one southbound free right-turn lane;  • Construct one additional eastbound through lane;  • Construct one eastbound free right-turn lane;  • Construct one additional westbound through lane; and  • Construct one additional westbound left-turn lane.  • I-215 Northbound Ramps/Ramona Expressway  o Construct one additional eastbound left-turn lane;  o Construct one additional eastbound through lane;  o Construct one additional westbound through lane; and  o Construct one westbound free right-turn lane.</td>
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<td>- Construct one additional southbound left-turn lane; - Construct one southbound free right-turn lane; - Construct one additional eastbound through lane; - Construct one eastbound free right-turn lane; - Construct one additional westbound through lane; and - Construct one additional westbound left-turn lane. - I-215 Northbound Ramps/Ramona Expressway</td>
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<td>o Construct one additional eastbound left-turn lane; o Construct one additional eastbound through lane; o Construct one additional westbound through lane; and o Construct one westbound free right-turn lane.</td>
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STATEMENT OF FACTS AND FINDINGS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE ENVIRONMENTAL EFFECTS FOR THE
OPTIMUS LOGISTICS CENTER PROJECT

May 2015
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SECTION 1.0: STATEMENT OF FACTS AND FINDINGS

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency issue two sets of findings prior to approving a project that will generate a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant environmental impacts as identified in the Environmental Impact Report (EIR), presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following Statement of Facts and Findings has been prepared in accordance with the State CEQA Guidelines (14 California Code of Regulations, Section 15091), and California Public Resources Code, Section 21081 (collectively, CEQA). Section 15091 of the State CEQA Guidelines provides that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
(e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

Section 15093 of the State CEQA Guidelines further provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) Where the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause unavoidable significant environmental impacts, the Lead Agency may still approve a project where its benefits outweigh the adverse impacts. Further, as provided in the Statement of Overriding Considerations, the Lead Agency sets forth specific reasoning by which benefits are balanced against effects, and approves the project.

The City of Perris (City), the CEQA Lead Agency, finds and declares that the proposed Optimus Logistics Center Project Environmental Impact Report (EIR, State Clearinghouse [SCH] No. 2012111003) has been completed in compliance with CEQA and the State CEQA Guidelines. The City finds and certifies that the EIR was reviewed and that information contained in the EIR was considered prior to approving the proposed Optimus Logistics Center Project, herein referred to as the "Project."

Having received, reviewed and considered the Draft Environmental Impact Report (Draft EIR) and the Final Environmental Impact Report (Final EIR) for the Optimus Logistics Center Project (collectively, "the EIR"), as well as all other information in the record of proceedings on this matter, the Findings and Facts in Support of Findings (Findings) and Statement of Overriding Considerations (SOC) included in this document are hereby adopted by the City of Perris (City) in its capacity as the CEQA Lead Agency.

Based upon its review of the EIR, the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the Project, represents the Independent
judgment of the City, and sets forth an adequate range of alternatives to this Project.

As described in the Final EIR document, the Final EIR is composed of the following elements:

- Optimus Logistics Center Project Public Review Draft EIR (SCH No. 2012111003, November 2014);
- Comment Letters Received and Responses to Comments;
- Corrections and Changes from the Draft EIR to the Final EIR; and
- Mitigation Monitoring and Reporting Program.

1.2 CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's approval of the Final EIR and actions related to the Project are located at:

City of Perris
Development Services Department
35 North "D" Street
Perris, California 92570

The City of Perris is the custodian of the Project's Administrative Record. Copies of the documents and other materials that constitute the record of proceedings are, at all relevant times have been, and will be available upon request directed to the City's Development Services Department. These Findings provide this information in compliance with Section 21081.6(a)(2) of the California Public Resources Code and Section 15091(e) of the State CEQA Guidelines.
SECTION 2.0: PROJECT SUMMARY

2.1 INTRODUCTION

The proposed Project is intended to implement the land use and related plans adopted by the City Council in January 2012 with the Perris Valley Commerce Center Specific Plan (PVCCSP) (Ordinance No. 1284). The PVCCSP is a comprehensive planning effort undertaken by the City to re-designate a large portion of the northern part of the City with job-creating land uses. The City has long suffered from a poor jobs/housing balance (meaning most City residents commute to Los Angeles or Orange Counties for employment) and one of the goals of the PVCCSP is to implement job-creating land uses to help alleviate the jobs-housing imbalance in the City. To this end, the PVCCSP designates a large portion of the City with broad categories of compatible commercial and industrial uses. The Project site is within the PVCCSP area, and the Specific Plan land use designation applicable to the Project site, as amended as part of the Project, envisions that the Project site will be utilized for industrial purposes. Thus, one of the Project's primary purposes is to implement the PVCCSP. The proposed Project is consistent with the land use and growth assumptions anticipated in the PVCCSP for the Project site, as amended specific plan amendment component of the Project.

Environmental impacts resulting from implementation of allowed development under the PVCCSP, including the proposed Project site, have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR), SCH No. 2009081086, which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and was prepared in accordance with CEQA and the State CEQA Guidelines. Project-specific evaluation in a later-tier environmental document for individual development projects within the Specific Plan area was anticipated. As stated in Section 15158(d)(3)(b) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before". As such, the environmental analysis for the proposed Project presented in the EIR is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.5 of this document).

2.2 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL AND SETTING

Proposed Project

The proposed Project site is generally located in the northern portion of the City of Perris at the northeast corner of Ramona Expressway and Interstate 215 and totals approximately 88.73 gross acres.

The proposed Project consists of the following components:

- A high-cube logistics warehouse development site encompassing 1,455,781 square feet in two buildings on 68.5 acres.

- Two industrial parcels to allow each high-cube warehouse to sit on its own parcel surrounded by parking, landscaping, and other ancillary activities. The easterly parcel (Parcel 1 of TPM 36512) would be approximately 47 acres, with a 1,036,568 square-foot building as shown on the conceptual site plan. The westerly parcel (Parcel 1 of TPM 36582) would be approximately 21.5 acres with a 419,4213 square-foot building as shown on the conceptual site plan.

- Three commercial parcels on the north side of Ramona Expressway. One parcel would be
approximately 9.1 acres at the northwest corner of Ramona Expressway and Webster Avenue; the second parcel would be approximately 1.6 acres located along Ramona Expressway just east of the future Ramona Expressway on-ramp alignment per the Mid-County Parkway Alignment No. 9; the third is approximately 9.6 acres and is intended for the Ramona Expressway on-ramp at Interstate 215 as shown on Alternative 9 of the Mid-County Parkway project.

- The abandonment (i.e. Street Vacation) of improved Patterson Avenue from unimproved Perry Street to Ramona Expressway, and abandonment of unimproved Perry Avenue from Patterson Avenue to Webster Avenue within the Project site.

- Other infrastructure improvements include the ultimate half street construction of Webster Avenue and Ramona Expressway along Project frontage. Patterson Avenue will also be improved to a 78-foot right-of-way north of the Project site. The construction of infrastructure improvements for water, sewer, storm drain and dry utilities required to service the Project limits.

- Although no commercial project is proposed at this time, a shopping center of 220,520 square feet is assumed to exist over Commercial Parcels 1 and 2. Commercial Parcel 3 is to be dedicated to be the northbound on-ramp for Interstate 215 from Ramona Expressway.

The Project vicinity can be characterized as a mix of developed and undeveloped properties. Developed properties in the Project vicinity include an existing auto storage yard to the north, residential uses and a commercial property to the east, undeveloped lands to the south, and Interstate 215 to the west. The nearest residences to the warehouse component of the Project are located to the east approximately 350 feet away.

The Project includes the construction and operation of two high-cube logistics warehouse buildings totaling 1,455,781 square feet. The two (2) warehouse buildings will also include a total of approximately 40,000 square feet of business office space for management activities. Parking at the Project site will be provided on site for 486 trucks and trailers and 400 parking stalls for passenger vehicles in accordance with the City’s parking requirements. Access to the Project site will be provided via two driveways on Webster Avenue and one on Patterson Avenue.

It is expected that there will be no net import or export of soils on the development site during the course of grading.

In addition to construction of required street frontage improvements on Webster Avenue and Ramona Expressway, the proposed Project will also result in the construction of necessary infrastructure to provide water, sewer, phone, cable, natural gas, and electricity service. These infrastructure improvements will be constructed within existing roadway street sections or rights-of-way.

Alternative 2

The City, as Lead Agency, will be considering the approval of Alternative 2. This alternative is described in the Draft EIR as the "Reduced Intensity Alternative." According to the Draft EIR:

“This Alternative consists of the development of the Project site with approximately 958,770 square feet of logistics warehouse uses and 441,480 square feet of commercial uses. This is essentially a "hybrid" between the Existing Zoning Alternative and the proposed Project. Patterson Avenue transverses the site identically to the Existing Zoning Alternative, with the industrial portion of the project encompassing 52%"
of the Project site and the commercial areas about 48% of the Project site. As such, the environmental impacts are proportionally in between those two alternatives.

According to Section 6.4, Comparison of Project Alternatives, of the Draft EIR:

This table identifies whether the alternative results in (1) a reduction of the impact; (2) a greater impact than the Project; or (3) the same impact as the Project.

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>No Project Alternative</th>
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<tbody>
<tr>
<td>Aesthetics</td>
<td>-</td>
<td>↓</td>
<td>=</td>
<td>*</td>
</tr>
<tr>
<td>Air Quality</td>
<td>SIG</td>
<td>↑</td>
<td>=</td>
<td>*</td>
</tr>
<tr>
<td>Greenhouse Gas Emissions</td>
<td>-</td>
<td>↑</td>
<td>=</td>
<td>*</td>
</tr>
<tr>
<td>Land Use / Planning / Population / Housing</td>
<td>-</td>
<td>↓</td>
<td>=</td>
<td>*</td>
</tr>
<tr>
<td>Traffic</td>
<td>SIG</td>
<td>=</td>
<td>+</td>
<td>↑</td>
</tr>
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* Proposed Project:
  SIG: Significant and Unavoidable Impact with or without Mitigation
  Project Alternatives
  = Compared with the proposed Project, no change in the significance of the impact will occur
  + Compared with the proposed Project, a new impact has been identified
  * Compared with the proposed Project, an impact has been eliminated
  ↑ Compared with the proposed Project, the significance of the impact is increased
  ▼ Compared with the proposed Project, the significance of the impact is reduced
  ▲SG Compared with the proposed Project, the volume or extent of the impact is reduced, yet still significant
  ▲SIG Compared with the proposed Project, the volume or extent of the impact is increased and still significant

The analysis contained in this document will address both the proposed Project and Alternative 2, with the understanding that Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public Services and Utilities, Recreation and Parks, and Traffic and Circulation would have similar impacts to the proposed Project. Compared with the proposed project, the significance of the impact is reduced for Aesthetics, Land Use and Planning, and Population and Housing. Compared with the proposed Project, the volume or extent of the impact is increased and still significant, and a new impact has been identified for Air Quality and Greenhouse Gas Emission.

2.3 PROJECT GOALS AND OBJECTIVES

The purpose of the proposed Project is to provide a new facility specializing in high-cube logistics warehouse distribution services. The proposed Project objectives include the following:

- Create maximum employment-generating opportunities for the citizens of Perris and surrounding communities;
- Provide for a financially viable development;
- Provide for a developable amount of commercially-zoned land within the Project site;
- Maximize employment opportunities within the City to improve the jobs-housing balance and to reduce systemic unemployment within the City;
• Encourage high cube-logistics warehouse development as attractive and productive uses while minimizing conflicts to the extent possible with the surrounding existing uses;
• Encourage high cube-logistics warehouse distribution services that take advantage of the area's close proximity to various freeways and transportation corridors;
• Provide the infrastructure improvements required to meet Project needs in an efficient and cost-effective manner;
• Encourage new development consistent with the capacity and municipal service capabilities;
• Provide a maximum employment-generating, high-quality, large-scale, high cube-logistics warehouse, light industrial development to provide jobs for residents at a variety of income levels;
• Facilitate the efficient and cost-effective movement of goods in and through the City, which, in turn, allows the City to compete economically on a domestic and international scale;
• Provide a high cube-logistics warehouse facility of two buildings totaling approximately 1.5 million square feet that meets the substantial and unmet demands of businesses located in the City and County;
• Cluster warehouse uses near efficient access points to the state highway system to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources;
• Implement the City's Light Industrial land use designations included in the existing General Plan;
• Implement the vision of the PVCCSP by developing efficient use of land within the PVCCSP;
• Accommodate new development that channels land uses in a phased, orderly manner and is coordinated with the provision of necessary infrastructure and public improvements;
• Provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead; and
• Address community circulation, both vehicular and pedestrian, utilizing available capacity within the existing circulation system, and provide fair-share improvements to various future-year deficient intersections or road segments as necessary.
The following Table (Table 6.0-N, *Comparison of Alternative 2 to the Project Objectives*) from the Draft EIR demonstrates that Alternative 2 only meets two (2) of the proposed Project’s goals.

<table>
<thead>
<tr>
<th>Project Goal</th>
<th>Meets the Project Goal?</th>
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<tbody>
<tr>
<td>Create maximum employment-generating opportunities for the citizens of Perris and surrounding communities</td>
<td>No</td>
</tr>
<tr>
<td>Provide for a financially viable development;</td>
<td>No</td>
</tr>
<tr>
<td>Provide for a developable amount of commercially-zoned land within the project site;</td>
<td>No</td>
</tr>
<tr>
<td>Encourage high cube-logistics warehouse development as attractive and productive uses while minimizing conflicts to the extent possible with the surrounding existing uses;</td>
<td>No</td>
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<tr>
<td>Encourage high cube-logistics warehouse distribution services that take advantage of the area’s close proximity to various freeways and transportation corridors;</td>
<td>No</td>
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<tr>
<td>Provide the infrastructure improvements required to meet project needs in an efficient and cost-effective manner;</td>
<td>Yes</td>
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<tr>
<td>Encourage new development consistent with the capacity and municipal service capabilities;</td>
<td>Yes</td>
</tr>
<tr>
<td>Facilitate the efficient and cost-effective movement of goods in and through the City, which, in turn, allows the City to compete economically on a domestic and international scale;</td>
<td>No</td>
</tr>
<tr>
<td>Provide a high cube-logistics warehouse facility of two buildings totaling approximately 1.5 million square feet that meets the substantial and unmet demands of businesses located in the City and County;</td>
<td>No</td>
</tr>
<tr>
<td>Cluster warehouse uses near efficient access points to the state highway system to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources;</td>
<td>No</td>
</tr>
<tr>
<td>Implement the City’s Light Industrial land use designations included in the existing General Plan;</td>
<td>No</td>
</tr>
<tr>
<td>Implement the vision of the PVCCSP by developing efficient use of land within the PVCCSP;</td>
<td>No</td>
</tr>
<tr>
<td>Accommodate new development that channels land uses in a phased, orderly manner and is coordinated with the provision of necessary infrastructure and public improvements;</td>
<td>No</td>
</tr>
<tr>
<td>Provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead; and</td>
<td>No</td>
</tr>
<tr>
<td>Address community circulation, both vehicular and pedestrian, utilizing available capacity within the existing circulation system, and provide fair-share improvements to various future-year deficient intersections or road</td>
<td>No</td>
</tr>
</tbody>
</table>
segments as necessary.
2.4 REQUIRED DISCRETIONARY ACTIONS AND PERMITS

The following discretionary actions are anticipated to be taken by the City of Perris as part of the proposed Project:

- **Specific Plan Amendment (SPA 12-10-0006):**
  - Change the land use designation of approximately 49 acres from “Commercial” to “Light Industrial” and another 20 acres from “Business Professional Office” to “Light Industrial”;
  - Eliminate improved Patterson Avenue from unimproved Perry Street to Ramona Expressway from the Circulation Plan of the Specific Plan; and
  - Eliminate unimproved Perry Street within the Project site from the Circulation Plan of the Specific Plan.

- **Street Vacation No. 13-05-0018** to implement the SPA requests to eliminate improved Patterson Avenue from unimproved Perry Street to Ramona Expressway and to eliminate unimproved Perry Street within the Project site.

- **TPM 13-05-0017 (Tentative Parcel Map 36512)** to create two (2) parcels to facilitate the first phase of development, consisting of one industrial parcel and one commercial parcel; and

- **TPM 13-05-0016 (Tentative Parcel Map 36582)** to create three (3) parcels to facilitate the second phase of development, consisting of one industrial parcel, two commercial parcels.

- **Development Plan Review (12-10-0005)** for review of a site plan and building elevations.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed Project include:

- Review and approval of all off-site infrastructure plans including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

Approvals and permits that may be required by other agencies include:

- A National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- Approval of water and sewer improvement plans by the Eastern Municipal Water District (EMWD); and
- Approval of drainage plans by the Riverside County Flood Control and Water Conservation District (RCFCWCD).
2.5 **OTHER CEQA DOCUMENTS REFERENCED**

Under Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that are a matter of public record or are generally available to the public. The previously prepared plans, and EIRs listed below were relied upon or consulted in the preparation of the Project’s EIR and were incorporated by reference:

- *Perris Comprehensive General Plan 2030*, originally approved on April 26, 2005.
SECTION 3.0: ENVIRONMENTAL REVIEW / PUBLIC PARTICIPATION

The City of Perris conducted an extensive review of this Project, which included a Draft EIR, a Final EIR, and technical reports, along with a public review and comment period.

The following is a summary of the City's environmental review of the Project:

- Pursuant to the provision of Section 15082 of the State CEQA Guidelines, as amended, the City of Perris circulated over 40 copies of the Notice of Preparation (NOP) for the proposed Project Draft EIR to State, regional, local agencies and nine (9) copies to owners of adjacent properties on October 31, 2012, for a 30-day review period; and a revised NOP was sent out on June 14, 2013 in order to reflect changes to the site plan. The NOPs were distributed to the State Clearinghouse, as well as agencies and organizations that may provide appropriate comment on the proposed Project as well as the potential environmental impacts that may result from the construction and operation of the proposed on-site uses and infrastructure improvements. In addition, a scoping meeting was held before the City of Perris Planning Commission on December 5, 2012. A second Draft EIR public scoping meeting with the City of Perris Planning Commission was held at the Perris City Hall, City Council Chambers on July 17, 2013. City staff described the revised Project to the Planning Commissioners and displayed conceptual plans of the proposed Project site, landscaping, and architectural details.

- The City of Perris circulated the Draft EIR for review on November 20, 2014 to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the Draft EIR was provided to all parties who have previously requested copies. The Notice of Completion and Notice of Availability of the Draft EIR have been distributed as required by CEQA. During the 45-day public review period, the Draft EIR and technical appendices have been made available for review.

- The City received a total of twenty-seven (27) comment letters from various agencies and other interested parties, including a letter from the Governor's Office of Planning and Research, State Clearinghouse document compliance with CEQA review requirements. The City prepared responses to all written comments. The comments and responses are contained in Section 2.0 of the Final EIR.

- In accordance with the provisions of Section 21092.5 of the California Public Resources Code, the City of Perris has provided a written proposed response to each commenting public agency no less than ten days prior to the proposed certification date of the Final EIR.
SECTION 4.0: INDEPENDENT JUDGMENT AND FINDING

The Project Applicant retained the independent consulting firms of Keefer Consulting and Matthew Fagan Consulting Services to prepare the EIR for the Project. Keefer Consulting and Matthew Fagan Consulting Services prepared the EIR under the supervision, direction and review of the City with the assistance of an independent peer review consultant hired by the City (Cadence Environmental Consultants). The City of Perris is the Lead Agency for the preparation of the EIR, as defined by CEQA (California Public Resources Code, Section 21067 as amended). The Planning Commission has received and reviewed the EIR prior to its certification and prior to making any decision to approve or disapprove the Project. All findings set forth herein are based on substantial evidence in the record as indicated with respect to each specific finding.

FINDINGS

- The EIR for the Project reflects the independent judgment of the City of Perris. The City has exercised independent judgment in accordance with Section 21082.1(c)(3) of the California Public Resources Code in retaining its own environmental consultant to review the EIR, and directing the consultant in the preparation of the EIR. The City has independently reviewed and analyzed the EIR and accompanying studies and finds that the report reflects the City's independent judgment.

- The Planning Commission has considered all the evidence presented in its consideration of the Project and the EIR, including, but not limited to, the Final EIR and its supporting studies; written and oral evidence presented at hearings on the Project; and written evidence submitted to the City by individuals, organizations, regulatory agencies, and other entities. On the basis of such evidence, the Planning Commission finds that, with respect to each environmental impact identified in the review process (except those described in the following paragraph), the impact (1) is less than significant and would not require mitigation; or (2) is potentially significant but would be avoided or reduced to a less than significant level by implementation of identified mitigation measures; or (3) would be significant and not able to be fully mitigated but would be, to the extent feasible, lessened by implementation of identified mitigation measures.

- The EIR also identifies certain significant adverse environmental effects of the Project which cannot be avoided or substantially lessened. Prior to approving this Project, the Planning Commission will also adopt a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record, as specified in Section 7.0, Statement of Overriding Considerations, that certain identified economic, social, or other benefits of the Project outweigh such unavoidable adverse environmental effects.
SECTION 5.0: ENVIRONMENTAL IMPACTS AND FINDINGS

5.1 **EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT**

Through the preparation of the Draft EIR, and analysis conducted during preparation of the Draft EIR, it was concluded that the proposed Project would have no impact or result in a less than significant impact for a number of environmental topic areas, as identified below. Although impacts determined not to be significant do not themselves require mitigation, in some cases mitigation measures have been identified to further reduce less than significant impacts. In these cases, the mitigation measures are noted, although the impacts would be less than significant even without such measures. An analysis of these topical issues is provided in the Draft EIR.

A stated for Alternative 2 in the Draft EIR: Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, and Recreation and Parks would have similar impacts to the proposed Project, that Compared with the proposed project, the significance of the impact is reduced for Aesthetics, and Land Use / Planning / Population / Housing. Therefore, while the analysis below focuses on the proposed Project, the findings would be applicable both to the proposed Project and Alternative 2.

- **Aesthetics**: A substantial adverse effect on a scenic vista, substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, substantial degradation of the existing visual character or quality of the site and its surroundings, a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area (Operation), and Cumulative Impacts.

- **Agriculture and Forestry Resources**: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use, or conflict with existing zoning for agricultural use, or a Williamson Act contract, conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4528), or timberland zoned Timberland Production (as defined by Government Code section 51104(g), result in the loss of forest land or conversion of forest land to non-forest use, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to nonforest use, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use.

- **Air Quality**: Conflict with or obstruct implementation of the applicable air quality plan, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors affecting a substantial number of people, and Cumulative Local Impacts.

- **Biological Resources**: Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as endangered or threatened in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, have a substantial adverse effect, either directly or indirectly or through habitat modification, 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, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, or 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, conflict with any local policies or ordinances protecting biological resources, such as a tree.
preservation policy or ordinance, conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, and Cumulative Impacts.

- **Cultural Resources:** Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

- **Geology and Soils:** Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to CDMG Special Publication 42), Landslides, result in substantial soil erosion or the loss of topsoil, and Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

- **Hazards and Hazardous Materials:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, 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 create a significant hazard to the public or the environment, for a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation, result in the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and cumulative impacts.

- **Hydrology and Water Quality:** Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate or pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted), 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, or 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, place housing within a 100-year flood hazard area a mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or place within a 100-year flood hazard area structures which would impede or redirect flood flows, expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, inundation by seiche, tsunami, or mudflow, and cumulative impacts.

- **Land Use and Planning:** Physically divide an established community, conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, conflict with any applicable habitat conservation plan or natural community conservation plan. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

- **Mineral Resources:** Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State, or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plans, and cumulative impacts.
• Noise: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (Off-Site Traffic), a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (On-Site Sources), for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels, and cumulative impacts.

• Population and Housing: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere, and cumulative impacts.

• Public Services and Utilities: Fire Services, Police, Schools, Parks, Other Public Facilities, Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board, Sufficient Water Supplies, Water and Wastewater Facilities, Wastewater Treatment Capacity, Storm Drainage, Served by a Landfill with Sufficient Permitted Capacity Comply with Federal, State, and Local Statutes and Regulations Related to Solid Waste, Cable, Television, and Telephone, Electricity, Natural Gas and cumulative impacts.

• Recreation: The project increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, the project includes recreational facilities or requires the construction or expansion of recreational facilities that have an adverse physical effect on the environment, and cumulative impacts.

• Traffic and Circulation: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks, result in inadequate emergency access, and conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
FINDINGS

The Planning Commission finds that, based on substantial evidence in the record, the following impacts, to the extent they result from the Project, will be less than significant.

5.1.1 AESTHETICS

According to the Draft EIR, Alternative 2 impacts would be less than the proposed Project.

A Substantial Adverse Effect on a Scenic Vista

The Perris Valley Commerce Center Specific Plan (PVCCSP) includes a Major Roadway Corridor Visual Zone for the roadway network requiring special consideration to the visible aesthetics of screen walls, fences, and landscaping to reinforce a sense of quality. Along Webster Avenue, screen walls, fences, and landscaping are used to screen the activities from the residences along the east side of Webster Avenue.

Along Ramona Expressway, the Project will be seen upon the final construction of the Project. Until the commercial area to the south is constructed, the Project will be visible. As is shown on the landscaping plan and the site plan, there are two different fencing types proposed on the southern property line of the industrial areas. The southern property line of Building 2 is bordered by a detention basin as required by the water quality management plan, and then a 14' high concrete tilt-up wall with a 5' high landscape berm. The fencing and landscape treatment is intended to completely shield the industrial operations from view from Ramona Expressway, as well as to shield the industrial operations from the commercial operations to the south. The remaining southern boundary of the industrial portion of the Project is an 8' high wrought iron fence, with minimal landscaping, in accordance with the discussion above. Since the operations on the southern side of Building 1 are primarily for passenger vehicle parking, it is anticipated that the landscape and fencing treatment along this area is appropriate. Based on the narrow definition of what constitutes a scenic vista as described in the PVCCSP, the Project does not impede the scenic vistas would be less than significant and no mitigation is required.

Substantial Damage to Scenic Resources, Including, but not Limited to, Trees, Rock Outcappings, and Historic Buildings within a State Scenic Highway

No trees, large rock outcappings, or historic buildings are located in the proposed Project site. As described in the City's General Plan, while scenic resources are present in the City, the City does not designate a single scenic resource notable by virtue. Interstate 215 at this location is not officially designated as a Scenic Corridor by either the County of Riverside or the City of Perris. However, the Project site is located at the junction of a Freeway Corridor and a Major Roadway Visual Corridor. For purposes of this EIR, both of these streets are considered "scenic". The potential impact to scenic resources would be less than significant and no mitigation is required.

Substantial Degradation of the Existing Visual Character or Quality of the Site and its Surroundings

Visual impacts associated with changes to the general character of the Project site (e.g., loss of open area), the components of the visual settings (e.g., landscaping and architectural elements), and the visual compatibility between proposed site uses and adjacent land uses would occur. The significance of visual impacts is inherently subjective as individuals respond differently to changes in the visual characteristics of an area. The Project area is primarily undeveloped or underdeveloped, with scattered industrial-oriented development with an established rural-residential neighborhood to the east of the Project.

Temporary visual impacts may occur from the presence of earth-moving equipment and stockpiling
of soils during the construction of the proposed Project, these temporary visual impacts would no longer occur upon completion of the improvements. These visual impacts may occur from the presence of earth-moving equipment and stockpiling of soils during Project construction. Accordingly, these temporary visual impacts would no longer occur upon completion of the improvements. No obstruction of views would occur and no noticeable visual change would occur during Project construction.

Other proposed infrastructure improvements of the proposed Project include the associated roadway improvements to Patterson and Webster Avenues; and the installation of phone, cable, natural gas, electricity, water, sewer, and drainage infrastructure for the Project site. Drainage will be handled by a system of on-site collection/routing pipes, landscaped swales, low-impact water quality features (retention/detention basins), sand filters, and paved landscape features. The installation of infrastructure in the Project vicinity would not have an effect on the visual character of the site and surroundings as water, sewer, and drainage infrastructure would be placed underground and would not be visible.

The Project applicant proposes to modify the land use designation on the subject site from Commercial and Business and Professional Office to Light Industrial. Existing residences on the east side of Webster Avenue will experience a view of an industrial project as opposed to a commercial retail center or professional offices. As has been discussed previously, the landscape and wall treatment along Webster Avenue will mean that the residents along Webster Avenue will not have a view of the operations interior to the property. It has been shown that the Project complies with the landscaping, architecture, and residential buffering guidelines of the PVCCSP.

The proposed development on the Project site would change the character from primarily open space and semi-developed in portions of the Project area to a more urbanized setting. The change in the character of the site would constitute an alteration of the existing visual character of the Project site. Implementation of the proposed Project would replace the undeveloped character of the Project site with an urban setting containing warehouse uses. Therefore, the change in the character of the Project site would constitute a permanent alteration of the existing visual character of the Project site. However, this location has been planned for development since the adoption of the 2005 City of Perris General Plan.

A New Source of Substantial Light or Glare Which Would Adversely Affect Daytime or Nighttime Views in the Area (Operation)

Development of the Project site would introduce a new source of light and glare in the form of street lighting, parking lot lighting, and outdoor security lighting for buildings and headlights from additional vehicle traffic into the Project area. The County of Riverside through the passage of Ordinance 655, has established two nighttime lighting zones which creates a radius around the Mount Palomar Observatory. The Project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Accordingly, Ordinance 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory. As stated in Section 5(A) of Ordinance 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other lighting types of lighting systems are permitted in parking areas as long as they do not exceed 4,050 lumens. Lighting "allowed" under Ordinance 655 must be fully shielded (if feasible) and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. Development of the proposed site with industrial uses would introduce new sources of light in the form of signage, building lighting, and parking lot lighting into the area. Utility and infrastructure improvements within the Project site would not result in the introduction of light and glare sources.
It is anticipated that the materials utilized in the construction of the proposed lighting fixtures would be generally similar to those utilized in nearby warehouse uses within the City. Lighting within loading areas (areas generally directed away from the public view) would consist of building-mounted lighting. The proposed on-site uses would be visible from Ramona Expressway, Patterson Avenue, Interstate 215, and Webster Avenue.

Exterior surfaces of the concrete tilt-up structure would be finished with a combination of architectural coatings, trim, and/or other building materials such as concrete. The proposed Project is not expected to significantly increase the amount of daytime glare in the Project area. All development in the PVCCSP area, which includes light generated from industrial buildings and parking lots, is required to adhere to lighting requirements contained in the PVCCSP and Riverside County Ordinance 655.

Chapters 4.2.4 and 4.2.5 of the PVCCSP state that any illumination, including security lighting, shall utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The measures are uniformly applied to all development in the PVCCSP. As such, adherence to these measures would be mandatory and enforceable through the review and approval (or non-approval) of the Project plans. Adherence to the City's PVCCSP, Zoning Code and Riverside County Ordinance 655 would ensure that any building or parking lighting would not significantly affect adjacent uses.

Particular attention should be paid to the viewpoints from the residences east of Webster Avenue. The eastern elevations on Building 1 show no exterior lighting. Should any security lighting be installed along the exterior of the eastern elevation of Building 1, it will be installed in such a manner to be shielded downward so as not to be a disturbance to the residences on Webster Avenue. Therefore, impacts associated with exterior lighting are less than significant and no mitigation would be required.

During Project construction, lights may be turned on within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and nearby sensitive receptors (homes located across Webster Avenue to the east) and motorists on nearby roadways such as Ramona Expressway and Interstate 215, such security lights may cause a significant impact in the form of a nuisance to the residents and glare to motorists and mitigation is required.

**Cumulative Impacts**

The cumulative effect on scenic vistas from the proposed Project would be less than significant, as scenic vistas would not be affected from viewpoints within certain project locations and adjacent roads. Although the development of the proposed Project would partially obstruct views of surrounding mountains from current vantage points near the Project structures, vistas would not be completely obstructed from viewpoints afforded from the circulation network. Furthermore, openings between rows of buildings or trees, or at the end of vehicular rights-of-way will afford unrestricted views through the Project. Compliance with the City code standards would ensure that the proposed Project in combination with other projects in the area would not result in significant cumulative impacts to scenic vistas.

Development of lands within the City would result in the cumulative conversion from open space to a more urbanized land use. However, this is a continuing development trend currently occurring within the northern portion of the City that has been anticipated in the City's General Plan, and the PVCCSP. The Project proposes to modify the land use designation on the subject site from Commercial and Business and Professional Office to Light Industrial. Existing residences on the east side of Webster Avenue will experience a shielded view of industrial buildings, but the
industrial development complies with the development standard and guidelines as set forth in the PVCCSP. Therefore, it is concluded that the Project will have a less than significant impact to the visual character of the surrounding area. Cumulatively, additional lighting would be introduced into the area by proposed, existing, and future development. As with past and currently proposed development, cumulative lighting-related impacts would be reduced through the adherence to applicable City lighting standards and implementation of appropriate Mitigation Measures. No cumulatively significant lighting impacts would result from implementation of the proposed Project.
5.1.2 AGRICULTURE AND FORESTY RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as Shown on the Maps Prepared Pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to Non-agricultural Use, or Conflict with Existing Zoning for Agricultural Use, or a Williamson Act Contract

The City's General Plan does not identify agricultural zones on the Project site or any of the surrounding properties. With the adoption of the PVCCSP and PVCCSP EIR, the Project site's underlying zoning designation was amended to "Specific Plan." The current specific plan amendment will change the underlying Specific Plan land use designation to "Light Industrial". Land use designations envisioned under the PVCCSP do not include any agricultural land uses. The proposed Project site is not covered under a Williamson Act Contract; therefore, the Project would not conflict with any Williamson Act Contract.

Conflict with Existing Zoning for, or Cause Rezoning of, Forest Land (as Defined in Public Resources Code Section 12220(g)), Timberland (as Defined by Public Resources Code Section 4526), or Timberland Zoned Timberland Production (as Defined by Government Code Section 51104(g))

The Project site does not have any existing forest lands, nor is it zoned for forest lands or timberland. The proposed Project would not conflict with existing forest zoning for or cause rezoning of forest land or timberland to other uses.

Result in the Loss of Forest Land or Conversion of Forest Land to Non-Forest Use, Involve Other Changes in the Existing Environment Which, Due to Their Location or Nature, Could Result in Conversion of Farmland, to Non-Agricultural Use or Conversion of Forest Land to Non-Forest Use, or Involve Other Changes in the Existing Environment Which, Due to Their Location or Nature, Could Result in Conversion of Farmland to Non-Agricultural Use

The Project site does not have any forest land. The proposed Project would not result in the loss or conversion of forest lands to non-forest uses, since no such resources exist in the City.
5.1.3 AIR QUALITY

According to the Draft EIR, Alternative 2 impacts, when compared with the proposed Project, the volume or extent of the impact is increased and still significant, and a new impact has been identified for Air Quality.

Conflict With or Obstruct Implementation of the Applicable Air Quality Plan

As discussed in Section 4.3, Air Quality, of the Draft EIR, because the proposed use is the same as indicated in the Perris General Plan that was used for input to the 2012 AQMP, the proposed Project would be consistent with the 2012 AQMP, and would not impede the goals contained within the 2012 AQMP. Additionally, the development would create jobs in the local economy. The new employment opportunities resulting from development of the proposed uses would improve the City's current jobs-to-housing ratio by providing jobs to local residents. While the place of residence of the persons accepting employment provided by the proposed uses is uncertain, due to the City's projected jobs/housing ratio, it is reasonable to assume that a large percentage of these jobs would be filled by persons already living in the City or the surrounding area. Therefore, employment projections would remain consistent with regional (SCAG) growth projections and therefore is consistent with the 2012 AQMP.

Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed Project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur. The impact would be less than significant and no mitigation is required.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

As discussed in Section 4.3, Air Quality, of the Draft EIR, the nearest sensitive receptors to the Project site are homes in the single-family residential neighborhood on the east side of Webster Avenue (approximately 350-370 feet from the eastern boundary of the Project site). During construction, localized emissions for all criteria pollutants would remain below their respective SCAQMD Localized Significance Thresholds (LST) as shown in Table 4.3-Q in Section 4.3 of the Draft EIR. There would be a less than significant impact and no mitigation is required. Construction activities associated with the proposed Project would be short term in nature and exposure to diesel exhaust would be well below the 70-year exposure period. Therefore, construction of the proposed Project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. As such, Project-related TAC emission impacts during construction would not be significant and no mitigation is required.

For operational emissions, vehicle exhaust is the primary source of carbon monoxide (CO) and the highest CO concentrations would be found close to congested intersections and roadway segments. As shown in Table 4.3-T of the Draft EIR, the Project would result in a negligible change to CO concentrations and would not result in an exceedance of the ambient air quality standards. Additionally, the estimated maximum daily localized operational emissions of criteria pollutants from a high-cube warehouse/distribution center or an e-commerce/fulfillment center on site would not exceed the SCAQMD LST thresholds as shown in Tables 4.3-S of the Draft EIR, respectively. Impacts would be less than significant and no mitigation is required.

Long-term operational emissions would result from operation of diesel-powered trucks delivering and removing supplies and materials to and from the Project site, and use of diesel-powered forklifts and hostlers typically associated with high-cube logistics warehouse uses. The operations expected to occur at these facilities will not emit any toxic chemicals in any significant quantity.
other than diesel exhaust. While there will be other toxic substances, such as cleaning agents, personal care products, and landscape pesticides in use on site, compliance with state and federal handling regulations will ensure that emissions remain below a level of significance.

The operations expected to occur at these facilities would not emit toxic chemicals other than diesel exhaust in any significant quantity. While there would be other toxic substances (e.g., cleaning agents and personal care products) in use on site, compliance with State and federal handling regulations would ensure that emissions remain below a level of significance.

Therefore, less than significant impacts to sensitive receptors would occur and no mitigation is required.

Create Objectionable Odors Affecting a Substantial Number of People

As identified in the Initial Study of the Draft EIR, consistent with the conclusions of the PVCCSP EIR, odor impacts resulting from construction of the proposed Project would be short-term, would not be objectionable, and would be less than significant. The PVCCSP EIR also concludes that operational impacts from the proposed Project related to odors would be less than significant with implementation of PVCCSP setback standards, designated truck routes, and implementation of existing rules and regulations.

Cumulative Local Impacts

The cumulative area for air quality impacts is the South Coast Air Basin. The Project would contribute criteria pollutants to the area during Project construction. The Basin is in nonattainment for PM_{10}, PM_{2.5}, and ozone at the present time.

Short-term construction impacts from the Project have been fully mitigated with implementation of appropriate Mitigation Measures of the PVCCSP EIR. Pursuant to current SCAQMD recommendations, a project's cumulative impacts are considered to be significant only if the project's construction-related and/or operational emissions exceed the applicable thresholds of significance.

As identified in the Draft EIR, the Project construction-related emissions would not exceed any of the thresholds of significance. Thus, the Project construction would not have a significant impact from a cumulative perspective.
5.1.4 BIOLOGICAL RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Have a Substantial Adverse Effect, Either Directly or Indirectly or Through Habitat Modification, on any Species Identified as Endangered or Threatened in Local or Regional Plans, Policies, or Regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Have a Substantial Adverse Effect, Either Directly or Indirectly or Through Habitat Modification, 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. Have a Substantial Adverse Effect on any Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies, Regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, or 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

As shown on the USGS Topographic Map, 7.5 Minute Series, Perris, California Quadrangle, perennial or intermittent blue-line streams, washes and/or ephemeral drainages supporting riparian vegetation and habitat are not present on the site. Therefore, the biological functions and values of Riparian/Riverine Areas do not exist there. Potential suitable riparian habitats for the species listed under ‘Purpose’ in Volume 1, Section 6.1.2 of the Plan are not present on this site.

Other kinds of seasonal aquatic features that could provide suitable habitats for endangered and threatened species of fairy shrimp are not present on the site (i.e., vernal pools or swales, vernal pool-like ephemeral ponds, stock ponds or other human-modified depressions, etc.). Therefore, the biological functions and values of Vernal Pools do not exist at the site. Potential suitable habitats for the species listed under the heading “Purpose” in Volume 1, Section 6.1.2 of the Plan, are not present on this site.

Other kinds of seasonal aquatic features that could be classified as freshwater wetlands are not present on the site (i.e., open waters, marshes, wet meadows, etc.). The site has no relationship to existing wetland regulations.

The proposed Project is consistent with Section 6.1.2 of the Western Riverside County MSHCP.

Conflict with any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance

Biological resources meeting the criteria for preservation and/or protection in any local policies or ordinances are not present on the proposed Project site. Specimen, heritage or species of oak trees meeting criteria for preservation and/or protection in City and/or County Tree Management Guidelines are not present on the site.

No policies or ordinances other than compliance with federal and state regulations to ensure protection and preservation of significant biological resources, and the implementation of the MSHCP are identified by the City. As there are no other local policies or ordinances regarding the protection of biological resources identified by the City or other local jurisdiction applicable to the Project site, no impact would occur. No mitigation is required.

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 proposed Project is in compliance with the MSHCP as was determined in the Western Riverside County MSHCP Consistency Analysis, dated March 20, 2014. While the proposed Project site is located within the Mead Valley Area of the Western Riverside County MSHCP, it is not located within any identified MSHCP Reserve, MSHCP Criteria Cell, or within any habitat linkage. The most proximate proposed MSHCP Criteria Area to the site is Cell #2334 of an Independent Cell Group of the Motte/Rimrock Sub Unit (SU1) of the Meade Valley Area Plan. The northeast corner of the Cell is located approximately 0.82 miles southwest of the site. Conservation in this cell will contribute to the assembly of Proposed Noncontiguous Habitat Block 4 (Motte Rimrock Reserve). Conservation within this Cell will focus on the assembly of Coastal sage scrub habitat, and consist of approximately 5% of the Cell focusing in the southern portion of the Cell. The proposed Project site is located approximately 1.14 miles northeast of the conservation criteria given for Cell #2334 that will contribute to the assembly of Proposed Linkage 7 (±5% of southern portion of the Cell).

The site is physically separated from Coastal sage scrub habitat by large tracts of agricultural and developed/disturbed lands. Importantly, the site does not possess the natural biological resources necessary to make a positive contribution to MSHCP Reserve Assembly. The site then has no relationship to the assembly of Proposed Noncontiguous Habitat Block 4. Therefore, the proposed Project is not subject to the project guidelines provided in MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). Furthermore, these areas are not located within an MSHCP mammal or amphibian survey area, Burrowing Owl Survey Area, Criteria Area Plant Species Survey Area (CAPSSA), NEPSSA, or a riparian, wetland, or vernal pool habitat/species survey area (as identified in Sections 6.1.2, 6.1.3 and 6.1.4 of the Plan) and no additional surveys are required (see Section 4.4.3.6.2 relative to Section 6.3.2 of the MSHCP).

The Project site is, however, located within the SKR HCP fee area. County Ordinance No. 663.10 established the SKR HCP fee assessment area and set mitigation fees used to provide mitigation for projects within the historical range of the SKR. Fees collected under this ordinance are used for the implementation of the SKR HCP including but not limited to the acquisition and management of habitat reserve sites. All applicants with development permits within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation shall pay a Mitigation Fee of $500 per gross acre of the parcels proposed for development. The SKR was not observed during the biological assessment of the Project site, nor is this area within any SKR Core Reserve.

While the Project site is not within any conservation area delineated in the MSHCP or SKR HCP Core Reserve the Project is still subject to provisions of these plans. In particular the Project proponent will be required to provide payment of mitigation fees and adhere to the requirements established in the MSHCP and SKR HCP. Pursuant to agreements with the USFWS and the CDFG the payment of the mitigation fees and compliance provisions of the MSHCP and SKR HCP provides full mitigation under CEQA, FESA, and CESAR for impacts to the species and habitats covered by these plans; therefore, development of the proposed Project will not conflict with the provisions of the HCPs, and no significant impact related to this issue would occur. No mitigation is required other than payment of the Stephens' Kangaroo Rat Mitigation Fee and Development Impact Fee required as Project conditions of approval.

**Cumulative Impacts**

As defined in the CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. The study area for cumulative impacts to biological resources is western Riverside County and the geographical area encompassed in the Western Riverside County MSHCP and the SKR HCP areas. As stated in its Conservation Element, the City reviews all public and private development...
and construction projects and other land use plans/activities within the MSHCP area to ensure compliance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

The primary effects of the proposed Project, when considered with other projects in the region, would be the cumulative direct loss of open space, nesting habitat for resident and migratory avian species, habitat of sensitive or special-status wildlife species, and regional movement corridors that support migratory avian species. However, the Project site is not within a designated critical habitat area for any threatened or endangered species. No plant or wildlife species listed by the State and/or federal government as endangered or threatened were identified on the site or on offsite improvement areas during the field surveys, and the areas do not provide potential habitat for sensitive plant or wildlife communities. Further, there are no wetlands on or adjacent to the proposed Project site.

Anticipated cumulative impacts resulting from development have been addressed within the region by the Western Riverside County MSHCP. The Project site is located within the MSHCP and the SKR HCP fee areas. Mitigation fees are imposed because the loss of habitat for endangered species is a regional problem resulting from the cumulative impacts of continuing development throughout all of the jurisdictions. Participation in the MSHCP mitigates any significant impact associated with the cumulative loss of undeveloped land.

While the Project site is not within any conservation area delineated in the MSHCP or SKR HCP Core Reserve, the Project is still subject to provisions of these plans. In particular, the Project proponent will be required to provide payment of mitigation fees and adhere to the requirements established in the MSHCP and SKR HCP. Compliance with the terms of the MSHCP and SKR HCP will ensure that the proposed Project would not contribute to cumulative adverse impacts on biological resources.

Because the MSHCP provides a regional and comprehensive approach to conservation planning and payment of the required MSHCP mitigation fee and the SKR HCP mitigation fee contribute to the long-term preservation of habitat for sensitive and endangered/threatened species, no significant cumulative effect on biological resources would result from the development of the proposed Project.
5.1.5 CULTURAL RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Cause a Substantial Adverse Change in the Significance of a Historical Resource as Defined in CEQA Guidelines Section 15064.5

As discussed in the City’s General Plan Conservation Element, historic cultural resources more than 45 years of age are more likely to be found within the downtown core and adjacent to roads that have been in place since before 1900s. However, other cultural resources, such as evidence of historic agricultural practices, could be found anywhere on the City. Intact prehistoric cultural resources are more likely to be found in areas of the City that were not plowed or disked by farmers. In the immediate Project vicinity, the area has been used for agricultural purposes, and several structures of an agricultural nature are present.

The proposed site is also located within the boundaries of the PVCCSP. The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the specific plan would not conflict with or cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines.

Cartographic research indicates that between 1901 and 1987 no structures existed within the boundaries of the Project site, indicating that it has been vacant during this time. By 1953 three (3) structures appear cartographically immediately north of the Project site, and two (2) appear immediately west of the property. Although the location of these structures suggests that they may have been associated in some way with the Project site, no evidence was observed during a field survey that would support this premise. It should be noted that records of the Riverside County Transportation and Land Management Agency provided information relating to the construction date of a residential building in 1974. Over time, the building was used for commercial purposes, and has since been abandoned. The house not been demolished, but is falling into ruin after it was vacated.

As early as 1898, virtually all currently existing roads were in place, although all appear as improved roadways at that time. Between 1898 and 1987, the improvement status of the individual roads changes, but the general configuration remains the same. Since all roads were in place very early, structures were built next to, but not on, the areas now included in the Patterson and Webster right-of-ways.

During the field survey of the proposed Project site, it was observed that virtually no native vegetation remains within the Project boundaries as a result of past agricultural endeavors and recent vegetation clearance. No resources of historical origin were observed within the boundaries of the Project site. One (1) previously recorded resource of historical origin had previously been relocated within the Patterson right-of-way. This site, CA-RIV-8390 (primary 33-16239), is located on the southwestern corner of Patterson Avenue and Markham Street in an open, grass covered, and heavily disked field. It was recorded in 2006 as the remains of an historic residence consisting of a pump house foundation, a power pole with a 1930 nail date, a chain link fence, historic debris including three (3) Simons firebricks that predate 1941 and a Queen Anne style post, one (1) mature pine tree, and two (2) rows of olive trees that run along Markham Street and Patterson Avenue. The Project field survey found the site in essentially the same condition as recorded in 2006; only the row of olive trees along Patterson Avenue is actually within the Patterson right-of-way. The Project Phase II Cultural report indicated that the olive trees that would be affected by the ultimate right-of-way of Patterson Avenue were planted some time in between 1948 and 1962.
A concrete well foundation and concrete standpipe are present within the boundaries of the Project site. Each feature was thoroughly examined for any temporally diagnostic element, as well as for manufacturer's marks that would permit an assessment of the features' historicity.

Neither temporally diagnostic elements nor manufacturer's marks were observed. Since historicity could not be verified, these features, though photographed and included in the Cultural Resources Assessment prepared for the proposed Project, were not recorded as an historical resource site.

No historical resources were observed within the Project site, or the Webster right-of-way. Neither further research, nor mitigation for these areas, is recommended for the Project site; however, a small portion of historical site CA-RIV-8390 is located in the western existing and future right-of-ways of Patterson Avenue. The Phase II Report concluded that the olive trees within the existing and future rights-of-way of Patterson Avenue, as well as the actual right-of-way of Patterson Avenue itself, do not qualify as historic under CEQA, but it would be possible for the City of Perris to declare that they represent a local landmark worthy of preservation, should the City choose to do so. If the City of Perris or chooses not to identify the trees or the right of way as a local landmark, or finds that narrowing the road right-of-way is not feasible, then neither further research nor mitigation is recommended for the row of olive trees along Patterson Avenue that represent a component of historical site CA-RIV-8390. Archaeological monitoring will also occur during grading along the Patterson right-of-way between Markham Street and Perry Street.
5.1.6 GEOLOGY AND SOILS

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Rupture of a Known Earthquake Fault, as Delineated on the Most Recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the Area or Based on Other Substantial Evidence of a Known Fault (Refer to CDMG Special Publication 42)

Although located within a seismically active region, the proposed Project site is not located within the boundaries of an Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972. As discussed in Section 4.6, Geology and Soils, of the Draft EIR, there are no known active or potentially active faults located within the City limits or the City's Sphere of Influence. During the geotechnical investigation site visit, no active fault traces or fault features were identified on the Project site. The nearest active fault to the site is the San Jacinto fault zone (San Jacinto Valley segment) located approximately 8.9 miles to the northeast. Because there are no faults that traverse the site and because the site is not located within a fault zone, the potential for ground surface rupture at the site is considered low. Development of the proposed Project would not result in the exposure of people or structures to potential substantial adverse effects resulting from surface rupture of a known earthquake fault. Therefore, a less than significant impact would occur, and no mitigation would be required.

Landslides

No geomorphic expression of landsliding or slope instability was noted during site mapping or aerial photograph review. The Project site is located in an area of relatively flat gently, sloping terrain and a distance from any steep terrain. In addition, the Project site is not identified as being within an area that would be susceptible to seismically induced landslides or slope instability. Due to the topography (relatively flat) and location of the Project site (not near any steep hillsides or areas), the Project site is not susceptible to landslides or rockfall. Therefore, no impacts associated with these issues would occur, and no mitigation measures would be required.

Result in Substantial Soil Erosion or the Loss of Topsoil

The Project has the potential to cause erosion both on and off site. Soils at the Project site include Greenfield sandy loam, deep, 0-2 percent slopes (GyA), Pachappa fine sandy loam, 0-2 percent slope (PaA) and Ramona sandy loam, 0-2 percent slopes (RaA). The erosion hazards associated with Greenfield sandy loam, Pachappa fine sandy loam and Ramona sandy loam are slight.

Development of the site would require the cut and fill of approximately 146,000 cubic yards of soil which will be balanced on site. Site preparation will require the overexcavation and recompaction of the on-site older alluvial soils, as recommended in the Preliminary Geotechnical Investigation. Prior to the issuance of grading permits, the Project proponent would be required to prepare and submit detailed grading plans for the proposed Project. These plans must be prepared in conformance with applicable standards of the City's Grading Ordinance and the recommendations in the Preliminary Geotechnical Investigation.

Since development of the site would involve the disturbance of more than one acre, the proposed Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. In addition to preparation of an SWPPP, industrial projects are required to prepare and submit to the City a Project-specific Water Quality Management Plan (WQMP). The WQMP would identify measures to treat and/or limit the

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entry of contaminants into the storm drain system. The WQMP is required to be incorporated by reference or attached to the Project's SWPPP as the Post-Construction Management Plan. Because the SWPPP would be in place during the construction phase, soil erosion impacts would be reduced to a less than significant level.

Due to the urban nature of the proposed Project, it is unlikely that substantial soil erosion would occur, as the majority of the site would be covered with impermeable surfaces. The PVCCSP EIR determines that there would be no long-term soil erosion as projects located within the Specific Plan area would involve the development of structures, paving, and landscape. However, the landscaped areas and the water quality detention basins may be a source for some soil erosion. The potential for soil erosion in these areas would be reduced through the best management practices (BMPs) identified by the Project-specific Water Quality Management Plan (WQMP). Because the WQMP would be in place during the operational phase of the proposed Project, soil erosion impacts would be reduced to a less than significant level. Therefore, no mitigation would be required.

As soils covering the Project site have a slight erosion hazard potential and because the Project would be required to adhere to the City's Grading Ordinance, obtain an NPDES Permit, prepare an SWPPP and a WQMP, construction and operational impacts associated with soil erosion hazards are considered to be less than significant. No mitigation is required.

*Have soils Incapable of Adequately Supporting the Use of Septic Tanks or Alternative Wastewater Disposal Systems Where Sewers are not Available for the Disposal of Wastewater*

The proposed Project will include the construction of two high-cube industrial buildings and future commercial buildings that will be connected to existing wastewater facilities owned and operated by the Eastern Municipal Water District. Therefore, septic tanks would not be necessary for the proposed Project. Because the proposed Project would not include the installation of septic tanks or alternative wastewater disposal systems, no impacts would occur. No mitigation is required.
5.1.7 HAZARDS AND HAZARDOUS MATERIALS

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Create a Significant Hazard to the Public or the Environment Through the Routine Transport, Use, or Disposal of Hazardous Materials

Potentially hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products such as paint products, solvents, and cleaning products may be stored and transported in conjunction with the proposed Project. These hazardous materials are expected only to be stored and transported to and from the site. Manufacturing and other chemical processing will not occur as a part of the distribution center uses of the Project site. Exposure to hazardous materials during the operation of the proposed uses may result from (1) the improper handling or use of hazardous substances; (2) transportation accident; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individual or environment affected.

As described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the CCR, the United States Department of Transportation (USDOT) Office of Hazardous Materials Safety has established strict regulations for the safe transportation of hazardous materials. It is possible that vendors may bring some hazardous materials to and from the Project site. Appropriate documentation for all hazardous waste that is transported in connection with Project-site activities would be provided as required for compliance with existing hazardous materials regulations. Hazardous wastes produced on site are subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with applicable regulations would reduce impacts associated with the use, transport, storage, and sale of hazardous materials. For example, as discussed above, the California Hazardous Materials Management Act requires that businesses handling or storing certain amounts of hazardous materials prepare an HMBEP, which includes an inventory of hazardous materials stored on-site (above specified quantities), an emergency response plan, and an employee training program.

Emit Hazardous Emissions or Handle Hazardous or Acutely Hazardous Materials, Substances, or Waste Within One-Quarter Mile of an Existing or Proposed School

The Val Verde Continuation High School is within the vicinity of the Project site, located at 972 Morgan Street, approximately 1,500 feet south of the site.

Though the Project would not utilize acutely hazardous materials in its daily operation, due to aforementioned storage and transport of hazardous materials, the potential for an accidental release of hazardous materials into the environment is present at the proposed Project site as it is at any industrial site. Compliance with the identified state and federal transportation safety standards would govern the handling of hazardous materials during truck and freight transfer operations. These standards include procedures to contain, report, and remediate any accidental spill or release of hazardous materials. The handling of hazardous materials in accordance with all applicable local, state, and federal standards, ordinances, and regulations would ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant.
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 Create a Significant Hazard to the Public or the Environment

As detailed in the Project’s Phase I ESA Report, the Project site was not listed in any of the searched regulatory databases listed in Table 4.8-C of the Draft EIR.

For a Project Located Within the Vicinity of a Private Airstrip, Result in a Safety Hazard for People Residing or Working in the Project Area

The nearest private airport to the Project site is the Perris Valley Airport, located at 2091 Goetz Road approximately 6.5 miles southeast of the site. Perris Valley Airport is on private property and is open to the public. This airport is utilized for skydiving and ballooning activities and has a single airport “Influence Area.” Based on the City’s General Plan, the Project site is located outside the Airport Influence Area for the Perris Valley Airport. Therefore, development of the Project site would not result in private airport safety hazards for people working in the Project area. No impacts associated with this issue would occur and no mitigation is required.

Impair Implementation of or Physically Interfere With an Adopted Emergency Response Plan or Emergency Evacuation

The proposed Project will be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that vehicular access will provide for adequate emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Compliance with existing regulations for emergency access and evacuation would ensure that impacts related to this issue are less than significant and no mitigation is required.

Result in the Exposure of People or Structures to a Significant Risk of Loss, Injury or Death Involving Wildland Fires, Including Where Wildlands are Adjacent to Urbanized Areas or Where Residences are Intermixed With Wildlands

The proposed Project is not located within a Fire Hazard Area or within an area susceptible to wildfires. Development of the proposed Project uses would not expose persons or property to increased wildland fire risks. No significant wildland fire impacts would result from the development of the proposed on-site uses. Areas surrounding the Project site consist of urban, agricultural, and open space. Because of the lack of abundant vegetation and the moderate amount of development within the vicinity of the Project site, it is determined that the Project site and adjacent areas are not susceptible to a wildfire. Because of the low probability that the Project site would be subject or susceptible to wildland fires, no significant impact related to this issue would occur and no mitigation is required.

Cumulative Impacts

The cumulative impact analysis considers development of the proposed Project in conjunction with other development in the City. The PVCCSP EIR determined that significant cumulative impacts associated with the routine transport, use, and disposal of hazardous materials could occur as the proposed Project would increase the amount of truck traffic in the area as well as the amount of trucks transporting hazardous materials. The proposed Project in combination with other projects of a similar nature has the potential to create a significant cumulative impact related to this issue; however the mitigation measures introduced in the PVCCSP EIR and the Project-specific
mitigation measures reduce those impacts to below a level of significance. Often, these risks are site-specific and localized and therefore limited to the Project site. However, since the number of trucks containing hazardous materials on the road in a given area at any given time is impossible to estimate and since accidental spills and leaks are unplanned occurrences, it is impossible to predict the occurrence of such events. It is reasonable to assume; however, that with an increase in vehicles transporting hazardous materials, the potential for accidents would be increased, but still within the amount of hazards that can be expected by implementation of the PVCCSP, and that was identified in the PVCCSP EIR.

As anticipated in the City's General Plan and PVCCSP, demographic increases, and the availability of vacant property in the City would lead to new developments in the City and surrounding area. While the project-specific hazardous material impacts of individual development projects will be addressed separately in future CEQA documents, anticipated future development will contribute, through increases in population and the number of outlets that transport, or dispose of hazardous materials, to a cumulative increase in risk for hazardous material incidents. Although each project has unique hazardous materials considerations, it is anticipated that future cumulative projects would comply with the local, state, and federal regulations and requirements as these are required for all development projects. As a result, cumulative impacts associated with hazardous materials would be less than significant with mitigation measures introduced with this Project.

Cumulative aircraft hazard impacts consist of future development within the boundaries of the AICUZ and ALUP accident potential zones. The risk to each future project is based on the specific accident potential zone. The risks associated with development in these accident potential zones can only be reduced through conformance with land use guidelines and policies identified by the AICUZ and ALUP. However, because the surrounding Cities of Perris, Moreno Valley, and Riverside as well as the County of Riverside have implemented comprehensive land use plans that incorporate AICUZ and ALUP recommendations, it is anticipated that cumulative development within the accident potential zones would not create a significant and cumulative impact associated with aircraft accident hazards.
5.1.8 HYDROLOGY AND WATER QUALITY

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Substantially Deplete Groundwater Supplies or Interfere Substantially With Groundwater Recharge Such That There Would be a Net Deficit in Aquifer Volume or a Lowering of the Local Groundwater Table Level (e.g., the Production Rate or Pre-Existing Nearby Wells Would Drop to a Level Which Would Not Support Existing Land Uses or Planned Uses for Which Permits Have Been Granted)

Implementation of the PVCCSP will introduce additional impervious surfaces to the planning area. However, the PVCCSP EIR also found the proposed land uses under the PVCCSP to be consistent with the City’s General Plan and that, due to the relative small size of the PVCCSP area in relationship to the total size of the groundwater sub-basin, there would not be a substantial effect upon groundwater recharge within the groundwater basin.

Additionally, since each implementing development project is required to prepare project-specific WQMPs, it is anticipated that future implementing development projects will incorporate Design Standards and Guidelines as recommended in the PVCCSP (e.g., pervious pavement, divert rooftop runoff into landscaped areas to facilitate infiltration and groundwater recharge, etc.) to address water quality and water use.

The proposed Project includes onsite drainage improvements which will involve installation of two (2) detention/infiltration basins to treat runoff flows and well as promote continued percolation on the site. Implementation of the proposed Project would not 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.

The PVCCSP EIR determined that impacts associated with groundwater were less than significant and no mitigation was required. As such, the proposed Project will result in less than significant impacts to groundwater and no mitigation is required.

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, or 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 Project site is located within the PVCCSP Master Drainage Plan. As indicated in the PVCCSP EIR, development of the drainage system within the PVCCSP planning area will consist of two (2) basic components: storm drains and detention basins. This system plans to capture surface runoff from within the PVCCSP and surrounding areas and convey the runoff into proposed storm drains and detention basins before continuing to the Perris Valley Storm Channel (PVSC). The PVCCSP Master Drainage Plan, dated May 2010, designates three drainage facilities (Line F Detention Basin, Line F-1 and Line F-5) that will ultimately protect the Project site and proposed development from a 100-year storm event.

The PVCCSP EIR concluded that development of the PVCCSP would result in increased impervious surface and storm water flows in the PVCCSP area; however, implementation of Project-specific site-design BMPs and planned storm drain facilities outlined in the revised Perris Valley ADP (i.e., the Perris Valley Storm Channel, storm drain facilities, and detention basins) would accommodate peak storm water flows and would not result in flooding on- or off-site.

The Project site currently has a low runoff coefficient, meaning that runoff during storms represents
a relatively small portion of the total rainfall. The majority of the precipitation, particularly in smaller storms, infiltrates into the subsurface. Development of the proposed Project will include construction of two (2) high-cube logistics warehouse distribution buildings totaling approximately 1,455,780 square feet, parking areas, sidewalks, roads and other infrastructure such as storm water, water, and sewer infrastructure features. Because the development of the proposed Project would introduce a greater percentage of impervious surfaces, the post-development flow volumes that would be generated on site are anticipated to be substantially higher than the pre-development flows. Conditions resulting from this change would include increased runoff volumes and velocity; reduced infiltration; increased flow frequency, duration, and peak; shorter time to reach peak flow; and degradation in water quality. Potential impacts to downstream land uses could result in the event that post-development storm water flows are greater than pre-development storm water flows leaving the site.

As previously stated, existing flows generated on the Project site currently drain as sheet flow in an easterly direction toward Webster Avenue. Proposed drainage for the Project site has been designed so that runoff from the buildings and parking areas will be collected by the onsite drainage system and released into the two (2) proposed detention/filtration basins.

For the high-cube logistics warehouse component, Building 1 drainage area, as well as the associated parking, drive aisles and sidewalks, will drain to Detention Basin 1 located along the eastern portion of Parcel 1; Building 2 drainage area, as well as the associated parking, drive aisles and sidewalks, will drain to Detention Basin 2 located at the southern portion of Parcel 2.

Roof drains are proposed to discharge directly onto the parking areas and will then be collected by the proposed onsite drainage system and released into the two (2) proposed detention/filtration basins for water quality treatment and to reduce developed increased peak flow to within acceptable flow rate limits prior to being discharged into underground storm drains (Line F and Line E) and ultimately conveyed to the PVSC.

Once the storm water flows reach the PVSC, the storm water will travel approximately 5.4 miles until it joins Reach 3 of the San Jacinto River. The River then travels 5.6 miles to Canyon Lake (Reach 2) and another 7.1 miles through Canyon Lake to Lake Elsinore (Reach 1). Lake Elsinore is essentially the terminus for the San Jacinto River and the San Jacinto Watershed. Although Temescal Creek and the Santa Ana River were included in the ultimate flow path from the Project site, flows that reach Lake Elsinore rarely spill into Temescal Creek and eventually into the Santa Ana River due to topography.

Funding for the ultimate improvement of the drainage lines as designated in the PVCCSP Master Drainage Plan is not available at this time. Therefore, the following interim/ultimate improvements are proposed to mitigate any possible flood hazards to adjacent and downstream properties resulting from the development of the proposed Project. Additionally, Site Design BMPs, as identified under the PVCCSP On-Site Design Standards and Guidelines, have been incorporated into the proposed Project to reduce potentially significant impacts to surface and groundwater resources.

As stated in the PVCCSP EIR, the PVSC is an MS4 public storm drain system that has been sized to accommodate the increase in runoff generated from the PVCCSP, including the proposed Project.

Based on the calculations prepared for these storm drains, the proposed storm water facilities, with ultimate development of the tributary areas, necessary connections, and adequate maintenance of the facilities, will convey flows safely through the region in accordance to Riverside County Flood Control and Water Conservation District requirements.
While the resultant increase in impervious surfaces would contribute to a greater volume and higher velocities of storm flow, the Project site's drainage system would accept and accommodate runoff that would result from the Project construction. Therefore, the post-development flows generated on the Project site would not exceed the capacity of the planned storm water drainage systems. Furthermore, the Project would continue the existing drainage pattern of the Project area by maintaining the approximate rate and amount of surface runoff from the Project site. Impacts associated with these issues are less than significant and no mitigation is required.

**Place Housing Within a 100-year Flood Hazard Area a Mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or Other Flood Hazard Delineation Map, or Place Within a 100-year Flood Hazard Area Structures Which Would Impede or Redirect Flood Flows**

The Project site is not located within an area identified by the Riverside County Land Information System (RCLIS) requiring floodplain management review or on a Flood Insurance Rate Map (FIRM) as defined by the Federal Emergency Management Agency (FEMA). No blue-line streams or jurisdictional waters are located on the site. Elevation at the site ranges from approximately 1,500 to 1,480 feet above mean sea level (amsl), descending gradually from southwest to northeast, is relatively flat and slopes from west to east at approximately 0.80% (0.46 degrees).

The site is subject to sheet flow run-on and existing storm runoff exits the property at the site's easterly boundary along Webster Avenue. The PVSC is located approximately 1.8 miles east of the Project site. No residential uses are proposed under this Project and, since the Project site is not located within a 100-year flood hazard area, the placement of structures within a flood hazard area would not occur, and development of the proposed uses on site would not impede or redirect flood flows. Therefore, no impacts related to this issue would occur with implementation of the proposed Project and no mitigation is required.

**Expose People or Structures to a Significant Risk of Loss, Injury or Death Involving Flooding, Including Flooding as a Result of the Failure of a Levee or Dam**

As identified in the City of Perris Safety Element, the Project site is not located within a dam inundation area. Therefore, dam inundation impacts associated with the construction and development of the proposed Project are insignificant and no mitigation is required.

**Inundation by Seiche, Tsunami, or Mudflow**

The Pacific Ocean lies approximately 38 miles southwest of the Project site; therefore, inundation of the site by tsunami will not occur. The Project site is located approximately 3 miles west of Lake Perris and the probability that a seiche event would affect the site is highly unlikely as water levels in the lake would not be high enough to overtop the Perris Dam. The Project site is relatively flat and no potential of landslides or mudslides occurring at the site exist. Given these factors, impacts associated with tsunami, seiche, landslides or mudflows are non-significant. No mitigation is required.

**Cumulative Impacts**

Consistent with the PVCCSP EIR, the geographic context for the Hydrology and Water Quality cumulative impact analysis is the Perris Valley/San Jacinto watershed hydrologic unit and the EMWD service area. Cumulative development in the watershed would result in an increased in impervious surfaces in addition to changes in land use and associated pollutant runoff. Increased impervious surface areas are likely to alter hydrology and increase potential pollutant loads. However, all development and future development in the City and throughout the RWQCB, Santa Ana Region, must obtain coverage under and comply with requirements of the NPDES permit.
program. Although continued growth is anticipated to occur in the City of Perris and surrounding areas, new development and significant redevelopment would have to minimize their individual impacts to water quality and pollutant transport through implementation of Best Management Practices (BMPs). As noted in the PVCCSP EIR, development throughout the PVCCSP and the City would be regulated through the County's WQMP requirements and the NPDES permit requirements. Because these requirements would be imposed on all developments, it is anticipated that each development would be required to mitigate its own specific impact on water quality and drainage. Consistent with the conclusions of the PVCCSP EIR, no significant cumulative impacts related to water quality would occur.

Storm water flow conveyance and flood potential would increase as development would result in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, the RCFCWCD and the County's Master Drainage Plan (MDP) guide and govern local and regional hydrology and hydraulic modifications. The planned drainage capacities have been determined assuming a full build-out scenario. All development in the County of Riverside and the San Jacinto Watershed, including the City of Perris, must comply with the requirements of the applicable NPDES permit; the RCFCWCD storm water management plan; the MDP; and other pertinent local drainage and conveyance ordinances. Existing regulations effectively minimize potential impacts to flow conveyance and flooding and have incorporated necessary elements in the MDP. The proposed Project includes site-design BMPs, and the drainage system would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs and flow volumes exiting the site are within the allowable level of increase when compared to pre-development conditions. Accordingly, the Project-related contribution to impacts associated with storm water flow conveyance would not be cumulatively considerable, and thus less than significant.

Future development within the City of Perris and the PVCCSP area could place structures within the 100-year flood hazard area that could impede or redirect flood flows. The Project site is not located within an area requiring floodplain review or located on a Flood Insurance Rate Map. However, development of projects within the PVCCSP and the Perris Valley that does occur within the floodplain is restricted and permitted by the City of Perris to ensure that flood flow is not redirected or impeded to the detriment of properties within the City of Perris or properties upstream or downstream. The PVCCSP EIR finds that less than significant impacts would occur relative to the risk to property and life resulting from construction within the 100-year floodplain within the City, which is consistent with City of Perris General Plan EIR. As such, no significant cumulative impacts from the proposed Project relating to flooding would result.

As identified in the PVCCSP EIR, with the completion of remediation to the Perris Dam, the possibility of failure due to seismic or other factors is considered by the Metropolitan Water District (MWD) to be extremely remote. Since the Project is not located within an area identified by the City of Perris General Plan Safety Element as subject to dam inundation, the Project-related contribution to impacts associated with dam inundation are insignificant.

The cumulative area for groundwater would be the Perris North Management Zone as water for the Project site and other cumulative development projects in the area would utilize groundwater from this particular management zone. Cumulatively, development within the Perris North Management Zone of the West San Jacinto Groundwater Management Plan area would result in an increase in demand on water sources, which includes groundwater supplies. However, because the majority of the projects within the Perris North Management Zone obtain water service from EMWD, it is anticipated that the area relies on imported water purchased from Metropolitan with supplements from local groundwater sources.

Because all development is required to obtain proof that water service is available for the development, it is reasonable to conclude that EMWD ensures that there is adequate water to
serve the proposed Project without a reduction of groundwater levels due to the adjudication of the groundwater basin. Because these requirements are imposed on all other developments, it is anticipated that each development would be required to mitigate its own specific impact on groundwater levels. Therefore, if all other development is required to mitigate for impacts to groundwater levels, a less than significant cumulative impact to groundwater levels would occur.
5.1.9 LAND USE AND PLANNING

According to the Draft EIR, Alternative 2 impacts would be less than the proposed Project.

Physically Divide an Established Community

The adjacent properties surrounding the proposed Project are partially developed. Additionally, there are pockets of residential, commercial, light industrial/manufacturing, and industrial uses in close proximity to the Project site. Since the existing residential uses to the east of the proposed Project are separated from the site by Webster Avenue, implementation of the proposed Project would not physically divide an established community. Although removal of the segment of Patterson Avenue is proposed, it will not physically divide any established community. No impact would occur and no mitigation is required.

Conflict With Any Applicable Land Use Plan, Policy, or Regulation of an Agency With Jurisdiction Over the Project (Including, but not Limited to, the General Plan, Specific Plan, Local Coastal Program, or Zoning Ordinance) Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

The proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including the Regional Transportation Plan/Sustainable Communities Strategy, the City of Perris General Plan 2030, the City of Perris Zoning Ordinance, and the PVCCSP. Project impacts would be less than significant.

Conflict With Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan

The Project site is located within the MSHCP area, Mead Valley Area Plan. The MSHCP is a comprehensive, multi-jurisdictional effort that includes Riverside County and fourteen cities with a goal to provide a regional approach to conservation planning. However, the study area is not located in any Criteria Cells; therefore, the proposed Project is not subject to cell criteria identified in the MSHCP. The Project site is not located within any Amphibian, Mammalian, or Special Linkage Areas identified by the MSHCP. However, the Project site is located within areas requiring burrowing owl surveys, within the MSHCP Criteria Area Species Survey Area (CASSA) and Narrow Endemic Plant Species Survey Area (NEPSSA).

Because the Project site is within an MSHCP CASSA and is considered to be a covered activity, the Project is subject to provisions of the MSHCP. In particular, the Project proponent will be required to provide payment of mitigation fees and adhere to the BMPs of the MSHCP. Pursuant to agreements with the U.S. Fish and Wildlife Service (USFWS) and the CDFG, the payment of the mitigation fees and compliance provisions of the MSHCP provides full mitigation under CEQA, the Federal Endangered Species Act (FESA), and the California Endangered Species Act (CESA) for impacts to the species and habitats covered by the MSHCP. Since the City has adopted the MSHCP and its requirements and provisions, and since the Project is within Perris, the proposed Project would be required to adhere to applicable MSHCP requirements and fees. Therefore, the proposed Project would not conflict with any applicable habitat conservation plan and no significant impact associated with this issue would occur. No mitigation would be required.

Cumulative Impacts

The proposed Project would not result in a significant unavoidable impact on land use and planning. While implementation of the proposed Project represents establishment of new land
uses within the currently undeveloped Project site, the character and overall intensity of the proposed development is consistent with and comparable to existing land uses within the City and in the Project vicinity. However, it has been the City of Perris' goal to facilitate a regional shopping mall at the Project site. Since this is economically infeasible for the foreseeable future, the change from a commercial retail center to an industrial warehouse is considered to be a less than significant impact.

As indicated by the land use consistency analysis, the proposed Project would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Because each cumulative project would be required to identify and mitigate any inconsistencies among the various land use plans, it can be anticipated that these projects would have a less than significant cumulative impact. Additionally, the extension of roadway infrastructure and utilities to this area will facilitate anticipated growth in the area. Therefore, there are no other developments in the Project vicinity that would in combination with the proposed Project create a cumulative impact by dividing an established community, conflicting with applicable land use plans, policies, or regulations, or conflicting with an approved habitat conservation plan.

The Project would not contribute to population growth and therefore would not result in an increased demand on the current or future housing in the region. The Project would not require an influx of new workers who would need to locate temporarily or permanently in the area. Implementation of the proposed Project would not result in a cumulatively significant population or housing impact, nor would the proposed use significantly induce growth in areas where growth was not previously anticipated.
5.1.10 MINERAL RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Result in the Loss of Availability of a Known Mineral Resource That Would be of Value to the Region and the Residents of the State, or Result in the Loss of Availability of a Locally Important Mineral Resource Recovery Site Delineated on a Local General Plan, Specific Plan, or Other Land Use Plans

The Project site has not been identified as a locally important mineral resource. Recovery site on the City General Plan or in the PVCCSP adopted by the City in January 2012.

Cumulative Impacts

As population levels increase in the region, greater demand for aggregate and other mineral materials will be placed on mineral resources, especially sand and gravel. Similarly, development pressures in areas where these materials are known or expected to occur would result in the loss of availability of these mineral resources. However, because the Project site is not identified as a significant source of sand/gravel deposits and future development within the City would not decrease the local or regional availability of mineral resources, potential future development would have no significant cumulative mineral resources impact.
5.1.11 NOISE

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Exposure of Persons to or Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

The property line of existing residential uses east of Webster Avenue is located approximately 100 feet from the property line of the Project site's eastern boundary. A worst-case scenario would be during the construction of drainage improvements within the road right-of-way. Even then, the distance of the construction equipment will be further than 50 feet from any existing building. On-site equipment use would be over 100 feet from sensitive land uses. Furthermore, construction would be restricted to daytime hours between 7 a.m. to 7 p.m. The criteria included under Section 4.12.2.4 indicates that groundborne vibration resulting from use of dozer equipment may be perceived by adjacent land uses but would not result in structure damage. As stated in the PVCCSP EIR, this level of perceived vibration is considered a nuisance or annoying rather than a significant impact. It is anticipated that no significant vibration impact will occur to any adjacent buildings due to the distance of construction from buildings.

The Project is not anticipated to have a vibration impact on adjacent land uses and potential impacts are considered not significant; therefore, no mitigation measures are required. This finding is consistent with the PVCCSP EIR which concludes that potential impacts upon persons or structures due to construction-related vibration would be less than significant.

A Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project (Off-Site Traffic)

Implementation of the proposed Project would result in relatively minor changes in traffic noise levels. The largest Project-related increase in traffic noise would be along Patterson Avenue between Markham Street to the proposed Project cul-de-sac, where an increase of up to 7.4 dBA is predicted for the existing with Project scenario. Similarly, Patterson Street between Harley Knox Boulevard to Markham Street (+3.5 dBA) would also have a measurable difference in traffic noise. This is as a result of routing traffic toward Harley Knox Boulevard and away from Ramona Expressway, along Patterson Avenue. A noise level increase of 3 dBA or more is perceptible to the human ear and would be considered significant. However, the 65 dBA CNEL noise level contour along these roadway segments would remain confined within the roadway right-of-way.

The existing sensitive residential uses along these roadway segments are located at least 60 feet from the centerline and would not be exposed to traffic noise levels exceeding 65 dBA CNEL and would be below the City's exterior 65 dBA CNEL for noise-sensitive land uses.

All other roadways in the Project area would have a traffic noise increase of 3.5 dBA or less. Therefore, no mitigation measures on off-site noise-sensitive land uses are required.

A Substantial Permanent Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project (On-Site Sources)

The interior noise level is the difference between the projected exterior noise level at the structure's façade and the noise reduction provided by the structure itself. Typical building construction will provide a conservative 12 dBA noise level reduction with a "windows open" condition and a very conservative 20 dBA noise level reduction with "windows closed". RK Engineering estimated the interior noise level by subtracting the building shell design from the estimated exterior noise level. To meet the City's interior 45 dBA CNEL standard the commercial buildings located in the proposed Project site will need to ensure adequate noise attenuation from an acoustical
standpoint. The design must ensure that the interior noise level does not exceed the City's 45 dBA CNEL standard. Compliance with California Noise Insulation Standards, California Code of Regulations, Title 24, Part 2, Section 3501 will ensure that interior noise level do not exceed the City's Noise Standard. Impacts are less than significant and no mitigation is required.

**For a Project Located Within an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted, Within Two Miles of a Public Airport or Public Use Airport, Would the Project Expose People Residing or Working in the Project Area to Excessive Noise Levels**

The proposed Project site is located approximately 0.6 miles south of March Air Reserve Base/March Inland Port (MARB/MIP). The MARB/MIP is a joint-use airport, used both for military and civilian purposes. Existing flight patterns affect a large portion of the City of Perris, along a path that bisects the City in a northwest/southeast alignment. Aircraft operations from the airport currently contribute intermittent single-event noise in the City.

The proposed Project includes development of approximately 1,455,781 square feet of industrial warehouse use in two buildings on approximately 68.48 acres located at the northeast corner of Ramona Expressway and I-215 Freeway. Partially Improved Webster Avenue is the Project site's eastern boundary. As stated, the Project site is located approximately 0.6 miles south of the MARB/MIP. There is potential for single-event noise exposure levels to affect the proposed Project. The exposure levels will vary dependent upon the type of aircraft and flight track flown for each operation at the airport. However, industrial warehouse distribution land uses are not considered to be sensitive receptors, and therefore, the impacts from these single-event noise levels are considered to be below the level of significance. The City’s Land Use/Noise Compatibility Guidelines finds that exterior noise levels up to 70 CNEL “normally acceptable" and up to 80 CNEL “conditionally acceptable" for industrial uses. Only a small portion of the northeast corner of the Project site falls within the 60 dB CNEL noise contour delineated for the MARB/MIP. This noise level is below the ambient noise level that currently exists at the Project site. Therefore, the MARB/MIP is not a significant source of noise at the Project site. Development and operation of the proposed Project would not result in the exposure of people working in the Project area to excessive noise levels. Therefore, no impacts associated with this issue would occur and no mitigation is required.

**For a Project Within the Vicinity of a Private Airstrip, Would the Project Expose People Residing or Working in the Project Area to Excessive Noise Levels**

The Perris Valley Airport is located approximately 6.5 miles south of the Project site. As identified in the City of Perris General Plan, Safety Element, the Project site is not located within the Influence Area established for Perris Valley Airport. The Project site is not located within the vicinity of a private airstrip; therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels. Impacts are less than significant and no mitigation is required.

**Cumulative Impacts**

The PVCCSP EIR determines that the noise impact of construction of development and infrastructure projects in the PVCCSP planning area would not be cumulatively considerable or significant. The PVCCSP EIR determines that maximum off-site impacts due to traffic from build-out of allowed uses under the PVCCSP would exceed significance thresholds along roadway segments adjacent to sensitive receptors resulting in substantial increase in the ambient noise environment; however, the roadway segments analyzed in the PVCCSP EIR that exceeded significance thresholds are not among those affected by the proposed Project. Noise levels within Project affected roadways are within the 65 dBA CNEL noise standard. Therefore, the Project's
contribution to cumulative roadway noise is considered less than cumulatively significant. The noise analysis also provides an assessment of on-site stationary noise level impacts onto adjacent existing noise-sensitive uses, both existing and future. The net increase in Project site noise levels generated by these activities and other sources has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. After incorporation of feasible mitigation measures, operational noise from on-site truck activity at loading docks would not be a significant impact on the existing residences east of Webster Avenue. Operational noise from the Project would be negligible because of the distance and Project-specific noise mitigation measures that would be required for each project’s approval.

Therefore, there are no projects that would, in combination with the proposed Project, produce significant noise impacts to noise-sensitive land uses from on-site stationary noise. Therefore, no significant cumulative noise impacts would occur after implementation of the proposed mitigation measures.
5.1.12 POPULATION AND HOUSING

According to the Draft EIR, Alternative 2 impacts would be less than the proposed Project.

*Induce Substantial Population Growth in an Area, Either Directly (for Example, by Proposing New Homes and Businesses) or Indirectly (for Example, Through Extension of Roads or Other Infrastructure)*

The proposed Project does not involve the development of residential uses and would not directly increase the population in the City of Perris. The proposed Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area. Therefore, construction of the proposed Project would not generate a substantial temporary or permanent increase in population within the Project area. Additionally, the employment generation estimated for the proposed Project (up to approximately 839 employees) would vary based on the operation of the proposed Project as a high-cube warehouse/distribution center or an e-commerce/fulfillment center and would represent approximately 1 to 1.5 percent of the total employment generation anticipated in the PVCCSP area. Similar to the short-term construction jobs, it is anticipated that these new warehouse positions would be filled by workers who would already reside in the local area. Further, the proposed Project would not extend roadways or utilities in a manner that would indirectly induce substantial growth in the immediate vicinity of the Project site or elsewhere. The proposed Project would not directly or indirectly induce substantial population growth.

*Displace Substantial Numbers of Existing Housing, Necessitating the Construction of Replacement Housing Elsewhere, or Displace Substantial Numbers of People, Necessitating the Construction of Replacement Housing Elsewhere*

The Project site is undeveloped. Therefore, construction of the proposed Project would not result in the displacement of existing housing or people, nor necessitate the construction of replacement housing.

*Cumulative Impacts*

The proposed Project is consistent with the General Plan, zoning, and PVCCSP land use and growth assumptions for the Project site. The Project would not contribute to population growth and therefore would not result in an increased demand on the current or future housing in the region. The Project would not require an influx of new workers who would need to locate temporarily or permanently in the area. Implementation of the proposed Project would not result in a cumulatively significant population or housing impact, nor would the proposed use significantly induce growth in areas where growth was not previously anticipated.
5.1.13 PUBLIC SERVICES AND UTILITIES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Fire Services

The proposed Project would result in the development of 1,455,781 square feet of high-cube logistics warehouse distribution uses. Construction materials for the proposed high-cube logistics warehouse buildings would likely be reinforced concrete and steel as is typically used in tilt-up construction. In its review of new development plans, the RCFD evaluates project plans on its ability to provide proper fire protection to the development. The proposed Project would be designed, constructed, and operated per applicable fire prevention/protection standards established by the RCFD, the City, and/or the State. These requirements may include, but not limited to, those regarding fire prevention and suppression measures; combustible construction; water availability and improvement plans; fire hydrants sizing, pressure and siting; automatic fire extinguishing systems and alarms; building and emergency access; and, adequate emergency notification. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure they are able to provide proper fire protection to the development.

During Project construction, buildings would be empty and the fuel loads within the buildings would be minimal to non-existent. Due to the lack of combustible material used in the construction of the buildings and the lack of flammable materials stored at the Project site within the buildings, the potential for fires to occur that would require a fire protection response would be low. Therefore, during construction of the proposed Project, impacts related to the provision of fire protection services and the need for additional facilities would be less than significant.

Police

The development of the proposed Project would not cause police staffing, facilities, or equipment to operate at an unacceptable level of service. The proposed Project would be designed and operated per applicable standards required by the City and RCSD for new development in regard to public safety. In addition, the Project would be required to pay development fees used to fund capital costs associated with constructing new public safety structures, purchasing equipment for new public safety structures, and hiring new officers. Accordingly, impacts to the environment resulting from new or expanded police facilities would be analyzed when those new facilities are planned. Therefore, there are no environmental impacts resulting from this Project, and thus this Project results in a less than significant impact and no mitigation is required.

Schools

No residential development is proposed as part of the proposed Project. In addition, the proposed Project would not cause a significant increase in the local population that would increase the number of students attending local schools (see Land Use and Planning, Section 4.10). Since payment of the school impact fees is required of all projects within VVUSD boundaries, impacts to school services and facilities would not occur. Accordingly, impacts to the environment resulting from new or expanded school facilities would not occur, resulting in a less than significant impact and no mitigation is required.

Parks

The Project does not propose new residential uses and would not result in a direct increase in the

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population within the City. It is expected that the new jobs that would be created by the proposed Project would be filled by residents of the City and the surrounding area and the Project would not induce population growth. The proposed Project, which would also provide amenities for employees, would not require the construction of new or expanded recreational facilities.

**Other Public Facilities**

Development of allowed uses under the PVCCSP, including general industrial uses proposed as part of the Project, would not directly increase the demand for library or other public services as no new residential uses would be developed and there would be no increase in the population. As such, the proposed Project would not require the construction of new or expanded library facilities.

**Exceed Wastewater Treatment Requirements of the Applicable Regional Water Quality Control Board**

The proposed Project would not discharge wastewater into the domestic sewer system that would cause the Perris Valley Water Reclamation Facility (PVRWRF) to exceed requirements, as determined by the Santa Ana Regional Water Quality Control Board's (RWQCB's) Water Discharge Requirements resulting in a less than significant impact. The EMWD's compliance with conditions, permits, and discharge requirements would further ensure that wastewater treatment requirements would not be exceeded.

**Sufficient Water Supplies**

All impacts to water demand have been previously studied in the Water Supply Assessment (WSA) for the PVCCSP. There will be no additional impacts from the proposed Project.

It is anticipated that the majority of water for future development will be supplied by imported water from Metropolitan during single dry years. Typically, Metropolitan does not place imported water limits or a member agency, but predicts the future water demand based on regional growth information. Metropolitan stated in its 2010 RUWMP that with the addition of all water supplies, existing and planned, Metropolitan would have the ability to meet all of its member agencies' projected supplemental demand through 2035, even under a repeat of historic drought scenarios. Since there is existing surplus water supply for the entire PVCCSP, impacts associated with this issue are less than significant.

**Water and Wastewater Facilities**

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the EIR, the Project's 1,455,781 gross square feet of proposed industrial warehouse uses would generate approximately 113,050 gpd (0.11 million gallons per day [mgd]) of wastewater. Additionally, the Project's 22.2 acres of commercial uses would generate approximately 37,740 gpd (.04 million gallons per day) of wastewater.

As part of the Project, an on-site wastewater collection system would be constructed to collect wastewater and convey it to existing, off-site wastewater facilities. These on-site facilities would be sized to accommodate the wastewater generated by the proposed land uses. Wastewater lines associated with proposed Building 1 and Building 2 would connect to an existing 16-inch sewer line in Ramona Expressway at Webster Avenue. Construction activities associated with the proposed wastewater facilities would be within the construction footprint of the Project, and no additional impacts would occur beyond those addressed throughout the EIR.
Wastewater Treatment Capacity

The proposed Project would not discharge wastewater into the domestic sewer system that would cause the Perris Valley Water Reclamation Facility (PVRWRF) to exceed requirements, as determined by the Santa Ana Regional Water Quality Control Board’s (RWQCB’s) Water Discharge Requirements resulting in a less than significant impact.

Each of the land use designations associated with the Project: Business Park / Professional Office (BPO); Commercial (C); and Light Industrial (LI) have the same generation factor of 1,700 gallons per day per acre (gpd/acre). Therefore, any changes in between these land use categories will have no changes in the wastewater generation associated with the Project area. Therefore, the Project is within the anticipated wastewater generation for the PVCCSP and could be adequately treated at the PVRWRF. Consistent with the findings of the PVCCSP EIR, there would be a less than significant impact related to wastewater treatment capacity.

Storm Drainage

The Project would construct an on-site storm drain system, including on-site storm drain pipes and retention and detention basins. On-site storm water runoff would be routed to proposed detention basins to attenuate the peak discharges to levels that occur under existing conditions. Construction activities associated with the proposed on-site storm drain facilities would be within the Project’s construction footprint and no additional impacts would occur beyond those addressed throughout the Draft EIR. With completion of the proposed on-site storm drain facilities and basins, no new storm drain facilities are required. Project impacts would be less than significant.

Served by a Landfill With Sufficient Permitted Capacity

The proposed Project will incrementally increase the amount of solid waste generated on site compared to the approved land use plan associated with the PVCCSP). However, this 3% increase of the solid waste generated in the PVCCSP represents 0.3% of the total combined landfill capacity of the Badlands Landfill and the El Sobrante Landfill. This is a less than significant cumulative impact to landfill capacity, and no mitigation is required.

Comply With Federal, State, and Local Statutes and Regulations Related to Solid Waste

The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program for recyclables (e.g., paper, plastics, glass, and aluminum), in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan. The County of Riverside adopted its Countywide Integrated Waste Management Plan (CIWMP) in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County.

Public Transportation

The Project would include roadway improvements including sidewalks. Additionally, the Project site is located near existing bus routes and the Downtown Perris Metrolink Station is approximately
three miles south of the Project site. The Riverside Transit Agency has not indicated a need for a new bus stop in the Project vicinity. The development of the Project will not have any impacts on the bus routes or the Metrolink system, resulting in a less than significant impact and no mitigation is required.

**Cable, Television, and Telephone**

Time Warner provides cable television in the proposed area, and Verizon provides telephone service. Development of the Project will not significantly increase the demand for cable television or telephone services. No impacts are anticipated.

**Electricity**

Southern California Edison (SCE) provides electricity within the City of Perris. There are overhead and underground transmission corridors throughout the PVCCSP area that service its customers. The Project will tie into the existing electric system, and will have a less than significant impact on the electrical grid. No mitigation is required.

**Natural Gas**

The Gas Company provides natural gas to customers within the City of Perris. There are gas lines throughout the PVCCSP area that service its customers, including underneath Webster Avenue. The Project will tie into the gas line, and have a less than significant impact on the existing gas line system. No mitigation is required.

**Cumulative Impacts**

As additional development occurs in the City of Perris and region, there may be an overall increase in the demand for law enforcement services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. New development within the service areas of the RCSD would be required to adhere to conditions established by police service providers, and pay the applicable development fees to ensure adequate staffing and equipment levels. Therefore, there would be no cumulative impact on police services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded police protection facilities would not occur, resulting in a less than significant impact and no mitigation is required.

As additional development occurs in the City of Perris and region, there may be an overall increase in the demand for law enforcement and fire protection services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. New development within the service areas of the RCFD would be required to adhere to conditions established by fire service providers, and pay the applicable development fees to ensure adequate staffing and equipment levels. Therefore, there would be no cumulative impact on fire services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded fire protection facilities would not occur, resulting in a less than significant impact and no mitigation is required.

Because employees at a warehouse facility could reside in any number of school districts with their children attending a collection of schools, it is difficult to determine with any level of certainty what the potential impacts to a particular school or school district would be. While no significant population in the City or region is anticipated to result from the construction and operation of the proposed Project, future development (especially residential development) forecast in the City’s
General Plan will increase the demand for school facilities and services. New school facilities are currently being constructed to accommodate the growth in the local student population. Additionally, school districts are engaged in planning new facilities in anticipation of future local and regional growth. Each district requires the payment of development fees to provide for new school services and/or facilities. As every new development is mandated to provide the fees applicable to the school district affected, there would be no cumulative impact on school services in the City. Accordingly, cumulative impacts resulting from new or expanded school facilities would not occur, resulting in a less than significant impact and no mitigation is required.

Because employees at a warehouse facility could reside in any area, it is difficult to determine with any level of certainty what the potential impacts to local libraries would be. While no significant population in the City or region is anticipated to result from the construction and operation of the proposed Project, future development (especially residential development) forecast in the City’s General Plan will increase the demand for libraries facilities and services. As every new development is mandated to provide the development impact fees, there would be no cumulative impact on library services in the City. Accordingly, cumulative impacts resulting from new or expanded library facilities would not occur, resulting in a less than significant impact and no mitigation is required.

While no significant population in the City or region is anticipated to result from the construction and operation of the proposed Project, future development (especially residential development) forecast in the City’s General Plan will increase the demand for public transportation. The Riverside Transit Agency (RTA) is responsible for the bus service in the Project area. The Riverside County Transportation Commission (RCTC) is responsible for the Metrolink service that will be serving the Perris area in the near future.

As every new development is constructed in the City, it incrementally increases the demand for public transportation. However, these cumulative impacts have been fully addressed in the EIR for the Perris Valley Line and the PVCCSP. No new impacts would occur that have not already been anticipated.

As additional development occurs in the City of Perris and region, there may be an overall increase in the demand for cable television and telephone services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these companies as part of their annual monitoring and budgeting process. Therefore, there would be no cumulative impact on cable television in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded telecommunication facilities would not occur, resulting in a less than significant impact and no mitigation is required.

The proposed Project will incrementally increase the amount of solid waste generated on site compared to the approved land use plan associated with the PVCCSP. However, this 3% increase of the solid waste generated in the PVCCSP represents 0.3% of the total combined landfill capacity of the Badlands Landfill and the El Sobrante Landfill. This is a less than significant cumulative impact to landfill capacity, and no mitigation is required.

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the EIR (refer to Table 4.11-I, PVCCSP Projected Generation of Wastewater), the Project's 1,455,781 gross square feet of proposed industrial warehouse uses would generate approximately 113,050 gpd (0.11 million gallons per day [mgd]) of wastewater. Additionally, the Project’s 22.2 acres of commercial uses would generate approximately 37,740 gpd (.04 million gallons per day) of wastewater. It should be noted that Table 4.11-I of the PVCCSP EIR has the same sewage generation factor for General Industrial (GI), Light Industrial (LI), and Commercial (C) land use designations.
As part of the Project, an on-site wastewater collection system would be constructed to collect wastewater and convey it to existing, off-site wastewater facilities. These on-site facilities would be sized to accommodate the wastewater generated by the proposed land uses. Wastewater lines associated with proposed Building 1 and Building 2 would connect to an existing 16-inch sewer line in Ramona Expressway at Webster Avenue. Construction activities associated with the proposed wastewater facilities would be within the construction footprint of the Project, and no additional impacts would occur beyond those addressed throughout the EIR.

The proposed Project is consistent with electricity services within the PVCCSP. Therefore, the cumulative impacts of electricity generation was adequately addressed in the PVCCSP EIR, and no further cumulative impacts will occur and no mitigation is required.

The proposed Project is consistent with the natural gas infrastructure within with the PVCCSP. Therefore, the cumulative impacts of natural gas usage was adequately addressed in the PVCCSP EIR, and no further cumulative impacts will occur and no mitigation is required.

The proposed Project is consistent with the water supply assumptions within with the PVCCSP. Therefore, the cumulative impacts to water supply have been adequately addressed in the PVCCSP EIR, and no further cumulative impacts will occur. No mitigation is required.
5.1.14 RECREATION

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

The Project Increases the Use of Existing Neighborhood and Regional Parks or Other Recreational Facilities Such That Substantial Physical Deterioration of the Facility Would Occur or be Accelerated

No residential development is being proposed as part of the Project. Therefore, the proposed Project would not result in the increased use of existing neighborhood and regional parks, or accelerate the physical deterioration of existing recreational facilities. Because the proposed Project would create a less than significant demand on existing recreational facilities, it would not cause substantial physical deterioration on existing recreational facilities. Therefore, a less than significant impact would occur and no mitigation is required.

The Project Includes Recreational Facilities or Requires the Construction or Expansion of Recreational Facilities That Have an Adverse Physical Effect on the Environment

The proposed Project does not involve the development of residential uses or include the construction or expansion of a recreational facility. Therefore, the proposed Project would not create a substantial demand on existing recreational facilities thereby resulting in the need for the expansion of existing parks and recreational facilities or the construction of new recreational facilities.

The City's Perris Trail Master Plan, adopted February 26, 2013, designates portions of Ramona Expressway adjacent to the Project site as a Class II Bikeway. The City will require the proposed Project construct its portion of the bikeway along Ramona Expressway as a condition of Project approval. Because the environmental effects of development of the future bikeway is included as part of the entire analysis of environmental effects in the EIR, the partial construction of the regional recreational trail would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the Project. For these reasons, impacts associated with construction or expansions of recreational facilities are considered to be less than significant, and no mitigation is required.

Cumulative Impacts

Implementation of the proposed Project would not increase the use of existing parks and recreational facilities; therefore, the proposed Project would not contribute to cumulative impacts. Additionally, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or payment of in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities. No impact would result from Project implementation and no mitigation is required.
5.1.15 TRAFFIC AND CIRCULATION

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Result in a Change in Air Traffic Patterns, Including Either an Increase in Traffic Levels or a Change in Location, Which Results in Substantial Safety Risks

The Project site is approximately 0.6 miles south of the March Air Field and is entirely within Airport Influence Area II of the MIP. As part of the standard process for development within airport Influence Areas for MARB, proposed Projects are required to be reviewed by the ALUC for consistency with the ALUP. As a standard condition imposed during ALUC reviews, development located within the boundaries of Influence Area II is required to provide aviation easements. To ensure consistency with the ALUC recommendations is maintained, previously referenced Mitigation Measures 4.8A through 4.8F have been identified. Adherence to these measures would ensure the proposed Project remains consistent with the General Plan and the ALUC recommendations for MARB. For these reasons, development that would occur within Airport Influence II of MIP would not include any features that would alter air traffic pattern or the level of air traffic at the MIP, therefore, a less than significant air safety impact would occur and no mitigation is required.

Result in Inadequate Emergency Access

Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that will take place as a part of this Project will improve the traffic circulation in the area. This will improve the ability of emergency vehicles to access the Project as well as the surrounding properties. Access to the Project site is designed to accommodate large trucks with trailers used for the distribution of goods to and from the warehouses. This would provide ample vehicular access for emergency vehicles. During the operational phase of the proposed Project, on-site access would be required to comply with standards established by the City Public Works Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to Fire Department standards. As required of all development in the City, the operation of the proposed Project would conform to applicable Uniform Fire Code standards. The submittal of such plans would be considered a condition of approval, which would be part of the permitting process initiated by the applicant and approved by the City in accordance with City standards. As with any development, access to and through the Project would be required to comply with the required street widths, as determined in the California Building Code (CBC), Master Plan of Streets, and the Uniform Fire Code.

In its current configuration, Patterson Avenue is being used as a freeway frontage street. Additionally, the PVCCSP also shows Patterson Avenue connecting Ramona Expressway to Harley Knox Boulevard through the Project site. Part of the Project is a specific plan amendment to eliminate Patterson Avenue through the Project site. However, eliminating this segment would not hinder emergency vehicles from traversing the site from Patterson Avenue to Webster Avenue, or vice versa. Both Building 1 and Building 2 would be equipped with "knox box" locks that would allow emergency vehicles past any gates on the property.

Additionally, the development of the Project does not hinder emergency vehicles the use of Markham Street from Patterson Avenue to Webster Avenue, nor of North Webster Avenue from
Markham Street to Ramona Expressway as an alternate emergency access route. Therefore, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities**

The proposed Project would result in the development of employment opportunities and would therefore reduce vehicle miles traveled. Currently, the City of Perris has a jobs/housing balance of 0.80 as compared to Riverside County at 0.85 and the SCAG region at 1.24. This means that the City is in need of employment opportunities to serve City and regional residents. A better jobs/housing balance results in shorter commute times, reduced vehicle miles traveled, and reduced traffic congestion. Locating jobs in areas such as the City is a public policy prerogative of the City, regional governmental entities such as the SCAG, and the State of California as manifested by recent legislation such as SB 375. The Project is consistent with these policies because it will provide employment opportunities and therefore reduce regional commuter traffic. In addition, the Project will be conditioned to provide sidewalks and landscaping treatments to allow for pedestrian access throughout the site.

As was previously discussed, RTA routes 19, 41, and 41A are the nearest routes that could service potential employees of the Project. The development of the proposed Project would not interfere with the operation of those routes.

Metrolink currently has plans to extend its services 23 miles into Riverside County, specifically to the City of Perris. The Perris Valley Line (PVL) is anticipated to run on existing freight tracks located near I-215 to serve major employers in Riverside County, such as the MARB and the University of California, Riverside. There are two proposed stations within the City of Perris along the 23-mile extension of the Metrolink 91 line: Downtown Perris Station and the South Perris Station.

The provision of additional employment options in proximity to existing residential development will reduce vehicle miles traveled; therefore, the proposed Project is consistent with City policies that encourage alternative transportation. In the absence of a significant impact related to this issue, no mitigation is required.
5.2 **EFFECTS DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS**

The Draft EIR found that the proposed Project would result in less than significant impacts for certain impact categories with incorporation of applicable PVCCSP EIR mitigation measures into the proposed Project. Incorporation of PVCCSP EIR mitigation measures into the proposed Project was assumed in the analysis presented in the Initial Study. The City of Perris previously adopted Findings for those impacts and mitigation measures as part of the certification of PVCCSP EIR and approval of PVCCSP; however, the appropriate Findings are restated in this section.

The Project Draft EIR determined that the proposed Project would result in less than significant impacts for certain impact categories based on (1) incorporation of design features into the proposed Project to reduce potential environmental impacts (project design features) and (2) implementation of additional Project-level mitigation measures identified to reduce potentially significant Project impacts to a less than significant level.

PVCCSP EIR mitigation measures incorporated into the proposed Project, Project design features, and additional Project-level mitigation measures will be implemented pursuant to the Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed Project and included as Section 4.0 of the Final EIR.

The City of Perris having reviewed and considered the information contained in the Final EIR, the Technical Appendices and the administrative record, finds, pursuant to Section 21081(a)(1) of the **California Public Resources Code** and Section 15091(a)(1) of the State CEQA Guidelines that "changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" for the following categories which are further discussed below.

- **Aesthetics:** Light or Glare that would adversely affect day or nighttime views in the area (Construction).
- **Air Quality:** Violate any ambient air quality standards or contribute substantially to an existing air quality violation, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (Construction).
- **Biological Resources:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- **Cultural Resources:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5, or result in any disturbance of human remains, including those interred outside of formal cemeteries, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and cumulative impacts.
- **Geology and Soils:** Strong seismic ground shaking, seismic-related ground failure, including liquefaction, be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property, and cumulative impacts.
- **Hazards and Hazardous Materials:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and for a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.
- **Hydrology and Water Quality:** Violate any water quality standards or waste discharge requirements, otherwise substantially degrade water quality, or 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.

- **Noise:** Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

- **Traffic and Circulation:** Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit, or conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways, and substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

**Findings**

The Planning Commission finds that, based on substantial evidence in the record, the following impacts, to the extent they result from the Project, can be mitigated to less than significant levels.
5.2.1 AESTHETICS

According to the Draft EIR, Alternative 2 impacts would be less than the proposed Project.

Light or Glare That Would Adversely Affect Day or Nighttime Views in the Area

Development of the Project site would introduce a new source of light and glare in the form of street lighting, parking lot lighting, and outdoor security lighting for buildings and headlamps from additional vehicle traffic into the Project area. The County of Riverside through the passage of Ordinance 655, has established two nighttime lighting zones which creates a radius around the Mount Palomar Observatory. The Project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Accordingly, Ordinance 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory. As stated in Section 5(A) of Ordinance 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other lighting types of lighting systems are permitted in parking areas as long as they do not exceed 4,050 lumens. Lighting “allowed” under Ordinance 655 must be fully shielded (if feasible) and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. Development of the proposed site with industrial uses would introduce new sources of light in the form of signage, building lighting, and parking lot lighting into the area. Utility and infrastructure improvements within the Project site would not result in the introduction of light and glare sources.

It is anticipated that the materials utilized in the construction of the proposed lighting fixtures would be generally similar to those utilized in nearby warehouse uses within the City. Lighting within loading areas (areas generally directed away from the public view) would consist of building-mounted lighting. The proposed on-site uses would be visible from Ramona Expressway, Patterson Avenue, Interstate 215, and Webster Avenue.

Exterior surfaces of the concrete tilt-up structure would be finished with a combination of architectural coatings, trim, and/or other building materials such as concrete. The proposed Project is not expected to significantly increase the amount of daytime glare in the Project area. All development in the PVCCSP area, which includes light generated from industrial buildings and parking lots, is required to adhere to lighting requirements contained in the PVCCSP and Riverside County Ordinance 655.

Chapters 4.2.4 and 4.2.5 of the PVCCSP state that any illumination, including security lighting, shall utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The measures are uniformly applied to all development in the PVCCSP. As such, adherence to these measures would be mandatory and enforceable through the review and approval (or non-approval) of the Project plans. Adherence to the City’s PVCCSP, Zoning Code and Riverside County Ordinance 655 would ensure that any building or parking lighting would not significantly affect adjacent uses.

Particular attention should be paid to the viewpoints from the residences east of Webster Avenue. The eastern elevations on Building 1 show no exterior lighting. Should any security lighting be installed along the exterior of the eastern elevation of Building 1, it will be installed in such a manner to be shielded downward so as not to be a disturbance to the residences on Webster Avenue. Therefore, impacts associated with exterior lighting are less than significant and no mitigation would be required.

During Project construction, lights may be turned on within the construction staging areas to
provide security for construction equipment. Due to the distance between the construction area and nearby sensitive receptors (homes located across Webster Avenue to the east) and motorists on nearby roadways such as Ramona Expressway, and Interstate 215, such security lights may cause a significant impact in the form of a nuisance to the residents and glare to motorists and mitigation is required.

Findings

1. Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts from light and glare that would adversely affect day or nighttime views in the area have been eliminated or substantially lessened to a level of less than significant by virtue of mitigation measure MM AE 4.1A identified in the Draft EIR (Draft EIR, page 4.1-36).

Additional Project-Level Mitigation Measures

MM AE 4.1A Prior to the issuance of grading permits, the Project applicant shall provide evidence to the City that construction staging areas are located in the northern and western portions of the Project site. In addition, any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.
5.2.2 AIR QUALITY

According to the Draft EIR, Alternative 2 impacts, when compared with the proposed Project, the volume or extent of the impact is increased and still significant, and a new impact has been identified for Air Quality.

Violate Any Ambient Air Quality Standards or Contribute Substantially to an Existing Air Quality Violation (Construction)

Construction of the proposed Project is expected to occur in several phases lasting approximately 1½ years (as shown in Table 4.3.A of the Draft EIR). A conservative assumption of an expedited construction schedule with higher impacts than an ordinary construction schedule was used. It is assumed that the construction would have an expedited schedule beginning sometime in the middle of 2015 with initial site preparation activities and grading, during which approximately 146,000 cubic yards of cut and fill would be balanced on site. On- and off-site construction emissions were estimated using CalEEMod version 2013.2.2 and were estimated on Model 2015 and beyond. Project-specific input was based on general Project information provided in Section 3.0, Project Description, and default model settings as indicated under Section 4.3.2 in Table 4.3-B (Construction Equipment Assumptions), Table 4.3-C (Construction Trip Assumptions), Table 4.3-D (Trip Generation Rates) and Table 4.3-F (Vehicle Mix for Trips) to estimate reasonable worst-case conditions. Output emissions include off-road equipment exhaust; on-road vehicle exhaust; fugitive dust from grading and vehicle travel on paved and unpaved roads; and VOCs from asphalt and architectural coatings.

Modeling of construction emissions assumes compliance with SCAQMD Rules 402 – Nuisance, which prohibits the emission of quantities of air contaminants that could cause injury, detriment, nuisance, or annoyance to the public, or that endanger the comfort, repose, health or safety of the public. Construction activities would also be required to comply with SCAQMD Rule 403 – Fugitive Dust, requiring measures such as watering and control of track-out from the site. Project compliance with SCAQMD Rules 402 and 403 are factored into the default CalEEMod model and are not considered mitigation measures.

Table 4.3-O of the Draft EIR indicates the proposed Project’s construction emissions with and without additional proposed mitigation measures. The details of phasing, selection of construction equipment, areas to be paved, and other input parameters, including CalEEMod data, are included in Appendix A of the Air Quality Analysis. For purposes of the analysis, it was assumed that multiple equipment (tractors, graders and dozers) would be used simultaneously during an 8-hour and that grading activities would be confined to a maximum disturbance area of 8 acres period per day.

As shown in Table 4.3-O, without additional mitigation the proposed Project construction emissions would exceed SCAQMD daily emissions thresholds for VOC and NOx. The principal source of the VOC emissions generated by the proposed Project during construction would be architectural coatings. The principal source of NOx emissions would be diesel engines from construction equipment during grading and building activities, and the principal source of PM10 and PM2.5 emissions would be fugitive dust during earth-moving activities.

VOC emissions associated with architectural coatings could be reduced by using precoated/natural-colored building materials. The Project scenario assumes the majority of the Project site consists of warehouse structures, which could utilize precoated building materials thereby greatly reducing the ROG emissions during construction and operation. Furthermore, VOC emissions associated with the architectural coatings can also be reduced by using water-
based or low VOC paint and by utilizing the high volume, low pressure (HVLP) spray method, which is a coating application system operated at air pressure between 0.1 and 10 pounds per square inch gauge (psig). The HVLP method has a 65% transfer efficiency. Alternatively, the Project can utilize manual application with a brush or roller, which has 100% transfer efficiency. The Project mitigated scenario assumed an architectural coating transfer efficiency of 65%. NOx emissions associated with construction equipment could be reduced by using newer equipment with better emission controls. Using EPA Tier 3 equipment during the grading phase of construction would reduce all construction emissions to less than the SCAQMD daily emission thresholds for all criteria pollutants.

It should be noted that the analysis assumed that the construction activities are not expected to overlap, except during paving and painting. Therefore, the maximum emissions represent the largest of each activity alone, except for painting and paving, which are combined.

Findings

1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The potential for the proposed Project to violate any air quality standard or contribute substantially to an existing or projected air quality violation impacts have been eliminated or substantially lessened to a level of less than significant by incorporation of PVCCSP EIR mitigation measures MM Air 2 through MM Air 7 and MM Air 9 (Draft EIR, pages 4.3-44 through 4.3-45) and additional Project-level mitigation measure MM AQ 4.3A through MM AQ 4.3l (Draft EIR, pages 4.3-45 through 4.3-46).

Applicable PVCC Specific Plan Mitigation Measures

**MM Air 2** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

**MM Air 3** To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously
graded areas inactive for 20 days or more, assuming no rain);
- Keeping disturbed/loose soil moist at all times;
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the Project site;
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and
- Replacement of ground cover in disturbed areas as quickly as possible.

**MM Air 4** Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.

**MM Air 5** Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.

**MM Air 6** The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNox unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

**MM Air 7** During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.

**MM Air 9** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications.
that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

Additional Project-Level Mitigation Measures

MM AQ 4.3A All diesel construction equipment shall be configured to meet or exceed the EPA Tier 3 emissions standards.

MM AQ 4.3B The proposed Project and its contractors shall ensure that, during construction, site preparation and grading phases do not overlap and that all other construction phases occur after these two construction phases so that construction emissions do not exceed those established by SCAQMD.

MM Q 4.3D The proposed Project and its contractors shall ensure that, during construction, no diesel-powered generators shall be used to the extent feasible.

MM AQ 4.3E Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to apply architectural coatings (meets PVCCSP EIR MM Air 8).

MM AQ 4.3F The proposed Project's warehouse structures shall utilize precoated/natural-colored building materials to reduce emissions from applying architectural coatings.

MM AQ 4.3G The proposed Project and its contractors shall ensure that either water- based or low-VOC coating be utilized to apply the architectural coatings.

MM AQ 4.3H All Project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%) (meets PVCCSP EIR MM Air 20).

MM AQ 4.3I The Project shall incorporate a water conservation strategy of 30% or higher (meets PVCCSP EIR MM Air 20).

Result in a Cumulatively Considerable Net Increase of any Criteria Pollutant for Which the Project Region is in Nonattainment Under an Applicable Federal or State Ambient Air Quality Standard (Construction)

Construction would result in less than significant construction-related regional air quality impacts with incorporation of PVCCSP EIR mitigation measures MM Air 2 through MM Air 7 and MM Air 9 and additional Project-level mitigation measures MM AQ 4.3A through MM AQ 4.3I identified above. Therefore, there would be no cumulative impact for regional emissions. This is consistent with SCAQMD policy that the same significance thresholds are used for Project specific and cumulative analysis for criteria pollutants.

As shown in Table 4.3-S of the Draft EIR, localized emissions from the proposed Project would be less than the screening thresholds. Short-term local cumulative impacts related to air quality could occur if construction of the proposed Project and other projects in the surrounding area were to occur simultaneously. As shown in Table 4.3-S of the Draft EIR, NOx and CO localized emissions would be substantially less than the SCAQMD thresholds and would not be cumulatively considerable, even if construction of other projects in the area were to occur concurrently. The consideration of cumulative construction particulate (PM_{10} and PM_{2.5}) impacts is limited to cases
when projects constructed simultaneously are within a few hundred yards of each other because of: one, the combination of the short range (distance) of particulate dispersion (especially when compared to gaseous pollutants) and two, the SCAQMD’s required dust-control measures, which further limit particulate dispersion from a project site.

The Perris Valley Logistics Center is currently under construction south of Markham Street between Brennan Avenue and Indian Avenue and extending southerly and southwesterly to the Ramona Expressway. Construction is anticipated to be complete in the first quarter of 2015. Therefore, construction emissions from the Perris Valley Logistics Center project would not be generated concurrently with construction of the proposed Project. As such, there would be no cumulative construction air quality impact.

A high-cube warehouse is proposed for the south side of Markham Street is identified as the Integra Perris Distribution Center project. This project would be more than 1,000 feet from the proposed Project. Concurrent construction of the two projects may occur, but because of the distance between the project sites, particulate emissions would be allowed to sufficiently dissipate to avoid any potential cumulative impacts. For any sensitive receptors downwind of both projects, the distance to the farthest project would be sufficient to allow particulate emissions to dissipate to avoid any potential cumulative impacts. For any sensitive receptors located between the two project sites, at any point in time the impacts could only come from one of the two projects because the receptor could not be downwind from both project sites. Therefore there would be no cumulative impact.

Therefore, local construction emissions would not be cumulatively considerable, and the impact would be less than significant.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: Incorporation of PVCCSP EIR mitigation measures MM Air 2 through MM Air 7 and MM Air 9 and additional Project-level mitigation measure MM AQ 4.3A through MM AQ 4.3L, identified previously, into the proposed Project reduces the Project’s construction emissions and potential cumulative impact of criteria pollutants to a less than significant level.
5.2.3 BIOLOGICAL RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Interfere Substantially With the Movement of Any Native Resident or Migratory Fish or Wildlife Species or With Established Native or Resident Migratory Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites

Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

Based on the Response to Comment D-55 from the Final EIR, mitigation measure B 4.4A (Draft EIR, page 4.4-22 and 23) is incorporated to address migratory birds. The following mitigation measure shall be added to the Project to ensure that removal of trees and vegetation shall be prohibited during the migratory bird nesting season:

MM B 4.4A The removal of trees and vegetation shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:

a) A migratory nesting bird survey of all trees to be removed shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing. The migratory nesting bird survey shall be conducted by a qualified biologist within three (3) days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree.

b) A copy of the migratory nesting bird survey results report shall be provided to the City of Perris Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City Planning Division and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.
5.2.4 CULTURAL RESOURCES

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Cause a Substantial Adverse Change in the Significance of an Archaeological Resource Pursuant to CEQA Guidelines Section 15064.5, or Result in Any Disturbance of Human Remains, Including Those Interred Outside of Formal Cemeteries

As discussed in the City’s General Plan Conservation Element, historic cultural resources more than 45 years of age are more likely to be found within the downtown core and adjacent to roads that have been in place since before 1900s. However, other cultural resources, such as evidence of historic agricultural practices, could be found anywhere on the City. Intact prehistoric cultural resources are more likely to be found in areas of the City that were not plowed or disked by farmers. In the immediate Project vicinity, the area has been used for agricultural purposes, and several structures of an agricultural nature are present.

The proposed site is also located within the boundaries of the PVCCSP. The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the specific plan would not conflict with or cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines.

Cartographic research indicates that between 1901 and 1987 no structures existed within the boundaries of the subject property, indicating that it has been vacant during this time. By 1953 three structures appear cartographically immediately north of the subject property and two appear immediately west of the property. Although the location of these structures suggests that they may have been associated in some way with the subject property, no evidence was observed during the field survey that would support this premise. It should be noted that records of the Riverside County Transportation and Land Management Agency provided information relating to the construction date of a residential building in 1974. Over time, the building was used for commercial purposes, and has since been abandoned. The house not been demolished, but is falling into ruin after it was vacated.

As early as 1898, virtually all currently existing roads were in place, although all appear as improved roadways at that time. Between 1898 and 1987, the improvement status of the individual roads changes, but the general configuration remains the same. Since all roads were in place very early, structures were built next to, but not on, the areas now included in the Patterson and Webster ROWs.

During the field survey of the proposed Project site, it was observed that virtually no native vegetation remains within the Project boundaries as a result of past agricultural endeavors and recent vegetation clearance. No resources of historical origin were observed within the boundaries of the proposed Project. One previously recorded resource of historical origin had previously been relocated within the Patterson ROW. This site, CA-RIV-8390 (primary 33-16239), is located on the southwestern corner of Patterson Avenue and Markham Street in an open, grass covered, and heavily disked field. It was recorded in 2006 as the remains of an historic residence consisting of a pump house foundation, a power pole with a 1930 nail date, a chain link fence, historic debris including three Simmons firebricks that predate 1941 and a Queen Anne style post, one mature pine tree, and two rows of olive trees that run along Markham Street and Patterson Avenue (LSA, 2006). The current field survey found the site in essentially the same condition as recorded in 2006; only the row of olive trees along Patterson Avenue is actually within the Patterson ROW. The Phase II Cultural report indicated that the olive trees that would be affected by the ultimate ROW of Patterson Avenue were planted some time in between 1948 and 1962.
A concrete well foundation and concrete standpipe are present within the boundaries of the Proposed Project. Each feature was thoroughly examined for any temporally diagnostic element, as well as for manufacturer's marks that would permit an assessment of the features' historicity. Unfortunately, neither temporally diagnostic elements nor manufacturer's marks were observed. Since historicity could not be verified, these features, though photographed and included in the Cultural Resources Assessment prepared for the proposed Project, were not recorded as an historical resource site.

As stated above, no historical resources were observed within the proposed Project site, or the Webster ROW. Neither further research nor mitigation for these areas is recommended for the Project site; however, a small portion of historical site CA-RIV-8390 is located in the western existing and future right-of-ways of Patterson Avenue. The Phase II Report concluded that the olive trees within the existing and future rights-of-way of Patterson Avenue, as well as the actual right-of-way of Patterson Avenue itself, do not qualify as historic under CEQA, but it would be possible for the City of Perris to declare that they represent a local landmark worthy of preservation, should the City choose to do so. If the City of Perris or chooses not to identify the trees or the right of way as a local landmark, or finds that narrowing the road right-of-way is not feasible, then neither further research nor mitigation is recommended for the row of olive trees along Patterson Avenue that represent a component of historical site CA-RIV-8390. Archaeological monitoring will also occur during grading along the Patterson ROW between Markham Street and Perry Street. The potential impacts to archaeological resources have been eliminated or substantially lessened to a level of less than significant by incorporation of the PVCCSP EIR mitigation measures and the proposed Project mitigation measures.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to archaeological resources have been eliminated or substantially lessened to a level of less than significant by incorporation of the PVCCSP EIR mitigation measures and the proposed Project mitigation measures MM CUL 4.5A, MM CUL 4.5B, and MM CUL 4.5D (Draft EIR, 4.5-30-31, 4.5-33-35, and 4.5-40-41).

The following Project-specific measures have been identified to reduce potential impacts to historic resources to below a level of significance:

MM CUL 4.5A Prior to the initiation of any earthmoving activities within the Patterson Avenue ROW, the project developer shall hire a professional archaeologist\(^1\) to provide cultural resource monitoring services within 100 feet of the recorded archaeological site (CA-RIV-8390). Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site until the archaeologist has

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\(^1\) For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.
been approved by the City. A designated Native American observer from either the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians shall also be included in the monitoring program to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The Native American observer shall accompany the archaeologist for the duration of the grading phase.

During grading activities within the Patterson Avenue ROW between Markham Street and Perry Street, the archaeologist shall monitor earthmoving activities consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeological monitor shall be responsible for maintaining daily field notes and a photographic record, and for reporting all finds to the developer, the Native American observer, and the City of Perris in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If any archaeological resources are discovered during the monitoring effort, the area of monitoring activities shall be extended 100 feet from the newly discovered resource.

In the event that archaeological resources are discovered within the off-site Project improvement areas, the handling will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. All items found in association with Native American human remains or in sacred/ceremonial contexts will be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a federally accredited curation facility such as University of California, Riverside Archaeological Research Unit (UCR-ARU), the Western Center for Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time once the Phase II monitoring and evaluation report has been completed.

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

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

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any historic and/or pre-historic archaeological resources recovered during the Phase II Archaeological Testing Program conducted for Site CA- RIV-8390 has been curated at an accredited curation facility. A copy of
the report shall also be filed with the Eastern Information Center (EIC) and
submitted to the Pechanga Band of Luiseño Indians and the Soboba Band of
Luiseño Indians.

MM CUL 4.5B

The project developer shall retain a professional archaeologist\(^2\) prior to the
issuance of grading permits. The task of the archaeologist shall be to monitor
the initial ground-altering activities\(^3\) at the subject site and off-site Project
improvement areas for the unearthing of previously unknown archaeological
and/or cultural resources. Selection of the archaeologist shall be subject to the
approval of the City of Perris Director of Development Services and no grading
activities shall occur at the site or within the off-site Project improvement areas
until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes
and a photographic record, and for reporting all finds to the developer and the
City of Perris in a timely manner. The archaeologist shall be equipped to record
and salvage cultural resources that may be unearthed during grading activities.
The archaeologist shall be empowered to temporarily halt or divert grading
equipment to allow recording and removal of the unearthed resources.

In the event that archaeological resources are discovered at the Project site or
within the off-site Project improvement areas, the handling of the discovered
resources will differ. However, it is understood that all artifacts with the exception
of human remains and related grave goods or sacred/ceremonial objects belong
to the property owner. All artifacts discovered at the development site shall be
inventoried and analyzed by the professional archaeologist. If any artifacts of
Native American origin are discovered, all activities in the immediate vicinity of
the find (within a 50-foot radius) shall stop and the Project proponent and Project
archaeologist shall notify the City of Perris Planning Division, the Pechanga Band
of Luiseño Indians and the Soboba Band of Luiseño Indians. A designated
Native American observer from either the Pechanga Band of Luiseño Indians or
the Soboba Band of Luiseño Indians shall be retained to help analyze the Native
American artifacts for identification as everyday life and/or religious or sacred
items, cultural affiliation, temporal placement, and function, as deemed possible.
The significance of Native American resources shall be evaluated in accordance
with the provisions of CEQA and shall consider the religious beliefs, customs,
and practices of the Luiseño tribes. All items found in association with Native
American human remains shall be considered grave goods or sacred in origin
and subject to special handling. Native American artifacts that cannot be
avoided or relocated at the Project site shall be prepared in a manner for curation
and the archaeological consultant shall deliver the materials to a federally
accredited curation facility such as University of California, Riverside

\(^{2}\) For the purpose of this measure, the City of Perris considers professional archaeologists to be those who
meet the United States Secretary of the Interior's standards for recognition as a professional, including an
advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to
evaluate the specific project. The professional archaeologist must also meet the minimum criteria for
recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

\(^{3}\) For the purpose of this measure, ground-altering activities include, but are not limited to, debris removal,
vegetation removal, tree removal, grading, trenching, or other site-preparation activities. Initial ground-
altering activities refer to the first time that the existing materials are altered by construction-related activities.
Materials that have already been disturbed by construction-related activities do not require subsequent
monitoring.
Archaeological Research Unit (UCR-ARU), the Western Center for Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subject to curation or returned to the property owner, as deemed appropriate.

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

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

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

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

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4 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. 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.
process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k).

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

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

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

As shown above, most of the revisions recommended by the Tribe have been incorporated into the revised mitigation measure. The aspects that have not been incorporated are the actions of the County Coroner. The City of Perris can only enforce actions that are directly under its regulatory authority. This includes the actions of developers of projects within its jurisdiction. The City can require that a project developer provide access to the County Coroner to assess discovered human remain, but it cannot require the coroner to examine the remains within 24 hours or notify the NAHC within 24 hours. That is the legal responsibility of the coroner over which the City of Perris has no control. As such, the mitigation measure is worded to ensure that the project developer provides access to any discovery of human remains within the timeframe required for the coroner to comply with his requirements.

Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

The surface sediments in the Project area are Holocene in age and generally have a low potential for important nonrenewable fossil remains. However, these younger alluvial sediments rest directly on top of older Pleistocene sediments that are present at some unknown depth. Due to past ground disturbances, the surface soils are unlikely to contain intact, undisturbed significant paleontological resources. Undisturbed, older Pleistocene valley deposits below these disturbed soils however have a high sensitivity for significant paleontological resources (refer to page 4.3-5 of the Draft EIR).

The potential impacts to archaeological resources have been eliminated or substantially lessened to a level of less than significant by incorporation of the PVCCSP EIR mitigation measures and the proposed Project mitigation measure.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to paleontological resources have been eliminated or substantially lessened to a level of less than significant by incorporation of the PVCCSP EIR mitigation measures and the proposed Project mitigation measures MM CUL
4.5C (Draft EIR, page 4.5-38).
The following Project-specific measures have been identified to reduce potential impacts to paleontological resources to below a level of significance:

**MM CUL 4.5C** Prior to the issuance of grading permits, the Project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.

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

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

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

*Cumulative Impacts*

As defined in the CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. Consistent with the PVCCSP EIR, the cumulative area for cultural resources is the City of Perris. Other cumulative development within the City would be subject to the same resource protection requirements as the proposed Project as outlined in the City of Perris General Plan EIR and PVCCSP EIR, as applicable. If there is a potential for significant impacts on cultural or paleontological resources, an investigation will be required to determine the nature and extent of the resources and identify appropriate mitigation measures, including requirements such as those identified in this section. The proposed Project includes measures to identify, recover, and/or record any cultural and/or paleontological resource that may occur within the Project limits resulting in less than significant impacts. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level with adherence to existing State law.

The proposed Project requires grading and excavation that could potentially affect unknown
archaeological or paleontological resources or unknown buried human remains. Therefore, the Project has the potential to result in a cumulative impact due to the loss of unknown cultural or paleontological resources. However, incorporation of the mitigation measures identified in this section would ensure that disturbance of any previously unknown resources will be properly identified and appropriately treated. Therefore, with this mitigation, the proposed Project will not result in a cumulatively considerable contribution to the impacts of archaeological or paleontological resources or human remains, and Project impacts to these resources are considered less than cumulatively significant.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The Project's contribution to potential cumulative impacts to cultural resources, human remains, and paleontological resources have been eliminated or substantially lessened to a level of less than significant by incorporation of PVCCSP EIR mitigation measures and the proposed Project mitigation measures.
5.2.5 GEOLOGY AND SOILS

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

**Strong Seismic Ground Shaking, Seismic-Related Ground Failure, Including Liquefaction, be Located on a Geologic Unit or Soil that is Unstable, or That Would Become Unstable as a Result of the Project, and Potentially Result in On-site or Off-site Landslide, Lateral Spreading, Subsidence, Liquefaction, or Collapse**

The proposed Project will create two (2) industrial parcels for the construction of two high-cube logistics warehouse distribution buildings totaling approximately 1,455,781 square feet, including 40,000 square feet of office space, and associated parking and landscaping. The industrial component will include improvements to adjacent roadways, Patterson Avenue and Ramona Expressway, and the construction of on-site drainage facilities (detention basins), sewer, and roadway infrastructure. Three (3) commercials parcels will also be created for future development and approval by the City of Perris.

The proposed Project site lies on a relatively flat surface and no areas of land sliding or mass movement were observed on-site. No steep topographical features are located on-site. As originally defined by the UBC, the proposed Project site is located within Seismic Zone 4. The proposed Project does not include any activity known to cause damage by subsidence (e.g., oil, gas, or groundwater extraction). Settlement generally occurs within areas of loose, granular soils with relatively low density. The proposed Project site is underlain by relatively dense alluvial and dense sedimentary bedrock materials and the potential for settlement is considered low. On-site conditions consist of medium-dense to dense well-graded alluvial soils, and there is no evidence of historic groundwater within 50 feet of the ground surface. No free water was detected during the drilling of any borings conducted for the geotechnical investigation of the site. Based on the Perris General Plan and the County of Riverside Liquefaction Hazard Zone (Riverside County Land Information System website, 2013), the Project site is not located within an area identified as susceptible to liquefaction. However, the subject site is located in an area susceptible to subsidence. Although the proposed Project site does not exhibit characteristics of a high potential for subsidence or settlement, development of the Project site will include the grading of approximately 91.5 gross acres and require the cut and fill of approximately 146,000 cubic yards of soil. Site preparation will require the overexcavation and recomposition of older alluvial soils. The Preliminary Geotechnical Investigation makes site-specific recommendations as to site development and design which would be incorporated into the grading plan prepared for the proposed Project. In the event imported fill material is required, soils should be tested by a qualified soil engineer to determine their feasibility for use as structural fill. Foundation elements for any proposed structures should be founded entirely in compacted fill materials. Prior to placement of reinforcement, footings should be inspected to insure that excavations and reinforcement have been constructed in accordance with the recommendations in the Preliminary Geotechnical Investigation.

In accordance with the City's General Plan Safety Element, Project development will require geological and geotechnical investigations by State-licensed professionals. The geotechnical investigations provide siting, site preparation, and construction standards to ensure that potential site development impacts are appropriately mitigated. To ensure that proposed development is not located on soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse, adherence to the measures identified in the CBC, applicable standards of the City's Grading Ordinance, as well as compliance with Mitigation Measure MM GEO 4.6A (Draft EIR, page 4.6-20) will reduce potential impacts resulting from unstable soil conditions to less than significant.
MM GEO 4.6A Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that the siting, design and construction of all structures and facilities within the Project limits are in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code. These California Building Codes are specifically designed to ensure structural safety in the event of a seismic event.

Findings
1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the Initial Study have been determined not to be significant.

Facts in Support of Findings: The potential impacts to structures due to unstable soils are less than significant, and have been further reduced by incorporation of mitigation measure MM GEO 4.6A into the proposed Project.

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

The Preliminary Geotechnical Investigation makes site-specific recommendations as to site development and design which would be incorporated into the grading plan prepared for the proposed Project. If development of the proposed site should require the importation of fill material, some of which may have different expansive properties than existing onsite soils, expansion index testing should be conducted prior to any import material being utilized as fill. In accordance with the City’s General Plan Safety Element (Implementation Measure I.E.1) and as indicated previously, development of the Project will require geological and geotechnical investigations by State-licensed professionals. To ensure that proposed development is not located on expansive soils, adherence to the measures identified in the CBC, applicable standards of the City’s Grading Ordinance, as well as compliance with Mitigation Measure GEO 4.6A will reduce potential impacts resulting from expansive soil conditions to less than significant.

The Project proponent will be required to prepare and submit detailed grading plans for the proposed Project prior to issuance of grading permits. These plans must be prepared in conformance with applicable standards of the City’s Grading Ordinance and the recommendations in the Preliminary Geotechnical Investigation. Development of the proposed Project site consist with the recommendations included as part of the Preliminary Geotechnical Investigation will reduce impacts from expansive soils are reduced to a less than significant level.

Findings
1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the Initial Study have been determined not to be significant.

Facts in Support of Findings: The potential impacts to structures due to expansive soils are less than significant, and have been further reduced by incorporation of mitigation measure MM GEO 4.6A into the proposed Project.
**Cumulative Impacts**

As defined in the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. Impacts on geology and soils are generally localized or site-specific and generally do not result in or from regionally cumulative impacts, with the exception of sedimentation and subsidence due to subsurface withdrawal. The cumulative study area for geology and soils is the Project site, the immediately adjacent properties that physically abut the Project site, and other projects whose activities could directly or indirectly affect the geology and soils of the proposed Project site.

The PVCCSP EIR concluded that there would be no cumulative impacts related to geologic hazards that could not be mitigated to below a level of significance.

The analysis above indicated no rare or special geological features or soil types on site that would be affected by Project activities and no other known activities or projects with activities that affect the geology and soils of this site. In addition, there is no subsurface withdrawal of water or oil that could produce subsidence.

The proposed Project, in combination with other planned projects in the Project's vicinity, would not compound or increase geological impacts. The proposed Project, as well as any foreseeable projects, would be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies. Therefore, the Project-specific impacts, as well as the impacts associated with other projects, would be reduced to a less than significant level.

Mitigation Measure GEO 4.6A has been proposed to ensure that recommendations contained in the Preliminary Geotechnical Investigation prepared for the proposed Project are incorporated into final Project plans. Incorporation of this mitigation measure will minimize or avoid potential hazards due to on-site and off-site geologic factors and ensure that the Project's geological impacts are considered less than cumulatively considerable.

For the reasons stated above, the Project's contribution to cumulative geotechnical and soil impacts is considered less than significant.

**Findings**

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the Initial Study have been determined not to be significant.

**Facts in Support of Findings:** The Project's contribution to potential cumulative impacts to geology and soils have been eliminated or substantially lessened to a level of less than significant by incorporation of mitigation measure MM GEO4.6A into the proposed Project.
5.2.7 HAZARDS AND HAZARDOUS MATERIALS

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Create a Significant Hazard to the Public or the Environment Through Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials Into the Environment

Both the Federal Government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, to submit an HMBEP to its local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Perris is the County of Riverside Department of Environmental Health (DEH). The HMBEP must include an inventory of the hazardous materials used in the facility, and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The HMBEP must include the Material Safety Data Sheet for each hazardous and potentially hazardous substance used. The Material Safety Data Sheets summarize the physical and chemical properties of the substances and their health impacts. The plan also requires immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

HMBEPs are designed to be used by responding agencies, such as the Perris Fire Department and the Riverside County Fire Department during a release to allow for a quick and accurate evaluation of each situation for an appropriate response. HMBEPs are also used during a fire to quickly assess the types of chemical hazards that fire-fighting personnel may have to deal with, and to make decisions as to whether or not the surrounding areas need to be evacuated. Compliance with existing law will ensure that no significant impacts pertaining to the creation of hazards affecting the public will occur. The handling of hazardous materials in accordance with the HMBEP as required by applicable local, state, and federal standards, ordinances, and regulations would ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the Initial Study have been determined not to be significant.

Facts in Support of Findings: The Department of Toxic Substances Control's (DTSC) RESPONSE database identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high priority and high potential risk. The DTSC's Site Mitigation and Brownfields Reuse Program's (SMBRPs) EnviroStor database identifies sites that have reported contamination or sites for which there may be reason to investigate further. The database includes the following site types: Federal Superfund Sites (National Priorities List (NPL); State Response, including Military Facilities and State Superfund; Voluntary Cleanup and School sites.

EnviroStor provides similar information to the information that was available in Cal-Sites, and provides additional site information, including, but not limited to, identification of formerly-
contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. A search of the Response and EnviroStor databases identified the following number of sites within the specified database search range: One (1).

Information from the database indicates the nearest site, Val Verde Continuation High School at Nevada Avenue/Morgan Street, is located approximately 1500 feet south of the Project site at a higher elevation. This site is identified as an EnviroStor and School investigation site with no site management requirements. Based on the information provided in the Preliminary Endangment Assessment Report dated May 23, 2002, the site a "No Further Action" status and the site shows no evidence of contamination that may constitute a threat to human health and the environment as discussed above. Based on the distance from the Project site, regulatory status, and/or cross-to down-gradient location with respect to the inferred direction of groundwater flow, it appears unlikely this listed EnviroStor site has significantly environmentally impaired the Project site.

As indicated above, the Project site was not listed on any searched federal, State or local agency databases. No further investigation is warranted. No other properties within a quarter mile of the Project site were identified on a list of hazardous materials sites as defined by Government Code Section 65562.5. Therefore, impacts related to this issue would be less than significant and no mitigation is required.

For a Project Located Within an Airport Land Use Plan or Where Such a Plan Has Not Been Adopted Within Two Miles of a Public Airport or Public Use Airport, Result in a Safety Hazard for People Residing or Working in the Project Area

The Project site is approximately 0.6 miles south of the March Air Field. As part of the standard process for development within Airport Influence Areas for MARB, proposed projects are required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) for consistency with the County of Riverside ALUP. On July 11, 2013, the Riverside County Airport Land Use Commission (ALUC) Development Review determined the Project to be consistent with the 1984 Riverside County Land Use Plan (ALUP) as applied to the Airport Influence Area of the March Air Reserve Base/March Inland Port. The ALUC found that the General Plan Amendment (GPA), the Specific Plan Amendment (SPA), and the Development Plan Review (DPR) were all consistent with the County of Riverside ALUP, but are subject to the conditions described in the mitigation measures below.

As a standard condition imposed during ALUC reviews, development located within the boundaries of Influence Area II is required to provide avigation easements. To ensure consistency with the ALUC recommendations is maintained, Mitigation Measures HH 4.8A through HH 4.8F have been identified. Adherence to these measures would ensure the proposed Project remains consistent with the General Plan and the ALUC recommendations.

Mitigation Measures. Adherence to conditions identified by the ALUC is required for this Project, the incorporation of these requirements as Mitigation Measures HH 4.8A through HH 4.8F (Draft EIR, pages 4.8-22 and 23) ensures that standard requirements are included as part of the Project's MMRP.

MM HH 4.8A Prior to the issuance of building permits for the Project, the Project proponent shall provide evidence to the City through submittal of a lighting plan that any outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing as much as feasible.
MM HH 4.8B Prior to the issuance of building permits for the Project, the Project proponent shall provide evidence to the City through submittal and agreement of additional conditions of approval that the following uses shall be prohibited on site:

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 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.

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. (Such uses include landscaping utilizing water features, aquaculture, production of grain, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. Children’s schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.

MM HH 4.8C Prior to recordation of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the Project site, whichever occurs first, the landowner of the Project site shall convey an avigation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded.

MM HH 4.8D Prior to the transfer of any real property or the finalization of a lease agreement for property associated with the Project, the transferor (or lessee) shall provide to the transferee (or lessee), notification required by Condition 4 of the Riverside County Airport Land Use Commission’s consistency determination.

MM HH 4.8E Prior to issuance of building permits for the Project, the applicant shall submit a Notice of Proposed Construction of Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,542 feet AMSL and shall have received a determination of “No Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Perris Planning Department and the Riverside County Airport Land Use Commission.

MM HH 4.8F Prior to the issuance of occupancy permits for the Project, the Project proponent shall provide evidence to the City that vegetation proposed for in and around the proposed detention/retention basins does not provide food or cover for bird species that would be incompatible with airport operations.
Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the Initial Study have been determined not to be significant.

Facts in Support of Findings: Adherence to Mitigation Measures HH 4.8A through HH 4.8F would ensure that impacts associated with airport hazards would be less than significant.
5.2.8 HYDROLOGY AND WATER QUALITY

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

*Violate any Water Quality Standards or Waste Discharge Requirements, Otherwise Substantially Degrade Water Quality, or 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*

Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. As indicated under existing conditions, there are no drainage courses on the Project site; therefore, the proposed Project would not alter the course of a stream or river. Also, given the current depth of groundwater at the site (greater than 50 feet below ground surface), it is not expected that groundwater will be encountered.

Development of the proposed Project has the potential to result in impacts to water quality. The construction and grading phases would involve the disturbance of surface soils and removal of the existing, limited vegetative cover. Grading activities would result in exposure of soil to storm runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which are conveyed to the receiving waters. Nonsediment-related pollutants that are also of concern during construction include waste construction materials; chemicals, liquid products, and petroleum products used in construction or the maintenance of heavy equipment; and concrete-related waste streams. These pollutants could enter storm runoff and be transported to nearby surface waterways in storm water runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters and potentially resulting in impairment of downstream water sources.

Since development of the proposed Project will be in excess of one acre, the Project is required to obtain coverage under the NPDES Construction General Permit. Additionally, due to the proposed land use, the Project will be required to obtain coverage under the NPDES Industrial General Permit. The NPDES permits require the applicant to develop and implement a SWPPP, which must include Erosion and Sediment Control BMPs that would meet or exceed measures required by the Construction and Industrial General Permits, as well as BMPs that control other potential construction-related pollutants. Erosion Control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The NPDES permits require the SWPPP to include a menu of BMPs to be selected and implemented to address erosion and sediment control as well as control of other potential construction site materials. The BMPs are based on the phase of construction and the weather conditions. BMPs on this menu are expected to include but are not limited to: the use of gravel bags, silt fences, hay bales and check dams; hydroteed and soil binders; and construction material management (e.g., cover and containment of construction materials and wastes). An NPDES permit would generally specify an acceptable level of pollutant or pollutant parameter in a discharge. The permittee may choose which technologies to use to achieve that level. Some permits, however, do contain generic BMPs.

**Findings**

1. Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

2. The effects identified in the EIR have been determined not to be significant.
Facts in Support of Findings: The proposed Project would comply with applicable regulatory requirements for the protection of water quality during construction and operation and no significant impacts would result. However, additional Project-level mitigation measures MM HW 4.9A through MM HW 4.9D (Draft EIR, pages 4.9-37 and 38) are required to ensure compliance with applicable regulatory requirements, including the NPDES permit and WQMP requirements (e.g., preparation of a SWPPP and WQMP). Further, the proposed Project incorporates Standards and Guidelines from the PVCCSP related to water quality, including incorporation of BMPs, and the proposed Project would not provide substantial additional sources of polluted runoff to receiving waters. Water quality impacts would be less than significant.

The following Project-specific measures have been identified to reduce potential impacts to hydrology and water quality resources:

MM HW 4.9A Prior to grading plan approval and the issuance of a grading permit, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.

MM HW 4.9B Prior to grading plan approval and the first issuance of a grading permit by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: bags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.

- No materials of any kind shall be placed in drainage ways.

- Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.

- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.

- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.

- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.
In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on- or off-site.

**MM HW 4.9C** Prior to issuance of grading permits, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

**MM HW 4.9D** Prior to grading plan approval and issuance of a grading permit by the City, the Project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. Source control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.9.H. Treatment-control BMPs shall include on-site detention/filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on- or off-site.
5.2.9 NOISE

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Exposure of Persons to or Generation of Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

Diesel trucks delivering to the site would idle no more than 5 minutes during each loading/unloading operation per the requirement of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) for truck idling. It is therefore assumed as a worst-case scenario that each of the trucks will idle 5 minutes at its maximum noise level. With these truck trips distributed evenly throughout the day over a 24-hour period, those that occur during the evening and nighttime hours would be weighted more heavily due to the more sensitive hours in those time periods. To ensure adequate screening from truck operations during nighttime hours, the Project will require a minimum 8-foot high screening wall along the eastern property line. Alternatively, instead of constructing a 8-foot high screening wall, the Project can limit the number of active loading docks during nighttime hours by closing the loading docks on the east side of Building 1 (loading docks that face towards the residences located east of Webster Avenue) while allowing all other docks to remain open. This restriction would apply to the east side loading docks of Building 1 during nighttime operations only.

The closest noise-sensitive land uses are existing residences to the east of Webster Avenue, more than 500 feet away from where the on-site rooftop HVAC equipment would be located. With the effects of distance divergence, noise generated by HVAC equipment would be reduced to 33.1 dBA Lmax at the closest noise-sensitive receptor. The roof edge creates a natural noise barrier that reduces noise levels from these rooftop HVAC units by 5 dBA or more. The noise levels generated by HVAC equipment would be below the City's daytime/nighttime exterior standard of 80 dBA and 60 dBA Lmax, respectively, or 60 dBA CNEL. Therefore, no significant noise impacts would occur to off-site noise sensitive land uses from rooftop HVAC equipment. No mitigation measures are required.

Typical activities within a parking area include noise from moving vehicles, engine start-ups, door and trunk slams, and conversation. Noise levels of this type generally produce maximum noise levels ranging from 60 to 70 dBA Lmax at a distance of 50 feet. The closest on-site vehicle parking is located in excess of 200 feet from the existing residences east of Webster Avenue. Given that most parking area activities are intermittent and last only seconds, and that their noise levels would be lower than that of the truck loading/unloading noise, they would not accumulate or contribute significantly to the ambient noise dominated by the truck loading/unloading noise or existing traffic noise. Therefore, no significant noise impacts would occur to off-site noise-sensitive land uses from activities within the parking areas. No mitigation measures are required.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts related to noise levels in excess of established standards have been eliminated or substantially lessened to a level of less than significant by implementation of additional Project-level mitigation measures MM N 4.12A (Draft
EIR, pages 4.12-31).

The following Project-specific measure has been identified to reduce potential impacts to noise resources:

**MM N 4.12A** A minimum 14-foot high screening wall is required along the Project site's eastern property line. The wall must extend the length of the eastern property line as indicated in Figure 4.12-6.

*A Substantial Temporary or Periodic Increase in Ambient Noise Levels in the Project Vicinity Above Levels Existing Without the Project*

The transport of construction equipment and materials as well as construction crew commutes to the site for the proposed Project would incrementally increase noise levels on access roads leading to the site. Construction itself is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site, and therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment (e.g., bulldozers, graders and scrapers). Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Therefore, construction noise is related primarily to the use of heavy equipment. The analysis of construction noise considers both maximum and average noise levels. Average equipment noise levels are less than maximum levels because equipment is operated at full power for only part of an operating period. If a piece of equipment operates at full power for 50 percent of the time, then the average noise level is approximately 3 dBA less than the maximum noise level. RK Engineering calculated the estimated construction noise levels by estimating the equipment usage during the loudest phases of construction. Construction within the road right-of-way along the site's eastern boundary would be approximately 50 feet from the nearest residences (located east of Webster Avenue). Noise levels will be loudest during the grading, concrete and building.

The residences located directly east of the Project site's eastern boundary would be exposed to construction noise levels of 85 dBA Lmax, which is above the City's 80 dBA Lmax standard. Compliance with the hours specified in the City's Municipal Code regarding construction activities would ensure that noise from construction activities would be minimized, but would not be reduced to a less than significant noise impact to noise sensitive uses unless a temporary 8-foot high barrier is implemented along the Project's eastern property line. The temporary noise barrier would reduce noise level impact by 7 dBA to 78 dBA Lmax thereby reducing the noise level to below the City's 80 dBA Lmax standard.

**Findings**

1. Changes or alterations have been required in, or incorporated into, the proposed Project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.

2. The effects identified in the EIR have been determined not to be significant.

**Facts in Support of Findings:** Compliance with Mitigation Measures N 4.12B through N 4.12G (Draft EIR, pages 4.12-44 and 45) will ensure that potential impacts to adjacent noise-sensitive
land uses from construction at the Project site would be reduced to a less than significant level. This finding is consistent with the PVCCSP EIR which concludes that construction-generated noise resulting from development of land uses identified in PVCCSP could be potentially significant but with implementation of the specified mitigation measures would be reduced to less than significant.

The following Project-specific measures have been identified to reduce potential impacts to noise resources:

**MM N 4.12B**  A temporary 8-foot high noise barrier is required along the Project site’s eastern property line at Webster Avenue to provide shielding from construction noise impacts. The temporary noise barrier must extend the length of the eastern property line as indicated in Figure 4.12-6.

**MM N 4.12C**  Construction will be limited to the hours of 7:00 a.m. to 7 p.m., Monday through Saturday, in accordance with the City of Perris Municipal Code Section 7.34.060. No construction activities are permitted outside of these hours or on Sundays and legal holidays, except for Columbus Day and Washington’s Birthday.

**MM N 4.12D**  During all Project site excavation and grading on site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer’s standards. Construction equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Equipment shall be turned off when not in use and not allowed to idle. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the Project site.

**MM N 4.12E**  During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closet sensitive receptor.

**MM N 4.12F**  No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

**MM N 4.12G**  Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.
5.2.10 TRAFFIC AND CIRCULATION

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Conflict With an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System, Taking into Account All Modes of Transportation Including Mass Transit and Non-Motorized Travel and Relevant Components of the Circulation System, Including but Not Limited to Intersections, Streets, Highways, and Freeways, Pedestrian and Bicycle Paths, and Mass Transit, or Conflict With an Applicable Congestion Management Program, Including, but Not Limited to Level of Service Standards and Travel Demand Measures, or Other Standards Established by the County Congestion Management Agency for Designated Roads or Highways.

Although Project-specific traffic impacts can be mitigated by road improvements that are under the jurisdiction of the City of Perris, freeway mainline segments and merge/diverge ramps will be impacted significantly. It can be seen in Tables 4.15-O through 4.15-U of the Draft EIR that Project mitigation measures MM T 4.15A through MM T 4.15D (Draft EIR, pages 4.15-54 and 62) effectively reduce the Project's impact on street segments to below a level of significance.

MM T 4.15A 2015 Forecast Year 2015 Mitigation Measures. Fair share Project contributions are shown as a percentage in the parenthesis.

- **Day Street / Cajalco Expressway (7.4%)**
  - Install a new traffic signal; and
  - Construct one additional eastbound through lane.

- **Decker Road / Cajalco Expressway (7.4%)**
  - Install a new traffic signal; and
  - Construct one additional eastbound through lane.

- **Seaton Avenue / Cajalco Expressway (10.6%)**
  - Install a new traffic signal; and
  - Construct one additional eastbound through lane.

- **I-215 Southbound Ramps / Harley Knox Boulevard (3.8%)**
  - Construct one exclusive southbound left-turn lane; and
  - Construct one additional westbound left-turn lane.

- **I-215 Northbound Ramps / Harley Knox Boulevard (5.8%)**
  - Construct one westbound free right-turn lane.
  - Construct one additional westbound left-turn lane.

- **I-215 Southbound Ramps / Cajalco Expressway (13.2%)**
  - Construct one additional southbound left-turn lane; and
  - Construct one additional westbound left-turn lane.

- **I-215 Northbound Ramps / Ramona Expressway (18.5%)**
  - Construct one additional eastbound left-turn lane; and
  - Construct one westbound free right-turn lane.

- **Western Way / Harley Knox Boulevard (6.5%)**
  - Install a new traffic signal; and
  - Construct one exclusive eastbound left-turn lane.

- **Patterson Avenue / Harley Knox Boulevard (6.5%)**
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

- **Nevada Avenue / Ramona Expressway (35.0%)**
  - Install a new traffic signal; and
  - Construct one exclusive southbound right-turn lane.
• Evans Road / Ramona Expressway (28.4%)
  - Construct one additional southbound right-turn lane with right-turn overlap signal phasing;
  - Construct one additional westbound through lane; and
  - Install westbound right-turn overlap signal phasing

**MM T 4.15B** Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished though posted signs and painting on driveways and internal roadways. Specifically, signage shall be posted for Project driveways on Patterson Avenue indicating that trucks shall enter and exit the site at Patterson Avenue and head north towards Harvey Knox Boulevard, as well as Webster Avenue (which identifies that trucks are restricted from exiting the Project from that location). Further, the signage program shall include a requirement that signage be posted onsite along Ramona Expressway and Webster Avenue restricting trucks from utilizing Webster Avenue. Prior to issuance of an occupancy permit, installation of the required signs shall be confirmed by the City.

**MM T 4.15C** Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site requiring access on Patterson Avenue and prohibiting access on Webster Avenue to prevent trucks impacting adjacent residential uses.

**MM T4.15D** Forecast Year 2035 Mitigation Measures. Fair share Project contributions are shown as a percentage in the parenthesis.

• Day Street / Cajalco Expressway (2.7%)
  - Install a new traffic signal;
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

• Decker Road / Cajalco Expressway (2.7%)
  - Install a new traffic signal;
  - Construct one exclusive eastbound left-turn lane;
  - Construct one additional eastbound through lane;
  - Construct one exclusive westbound left-turn lane; and
  - Construct one additional westbound through lane.

• Seaton Avenue / Cajalco Expressway (4.1%)
  - Install a new traffic signal; and
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

• Western Way / Harley Knox Boulevard (6.1%)
  - Install a new traffic signal; and
  - Construct one exclusive eastbound left-turn lane.

• Patterson Avenue / Harley Knox Boulevard (6.1%)
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

• Nevada Avenue / Ramona Expressway (16.9%)
  - Install a new traffic signal;
  - Construct one exclusive southbound right-turn lane;
  - Construct one additional eastbound through lane;
  - Construct one exclusive eastbound right-turn lane;
  - Construct one additional westbound through lane; and
  - Construct one exclusive westbound right-turn lane.
o Webster Avenue / Ramona Expressway (13.2%)
  ▪ Construct one additional northbound left-turn lane; and
  ▪ Construct two southbound right-turn lanes with right-turn overlap signal phasing.

o Indian Street / Ramona Expressway (10.1%)
  ▪ Construct one additional northbound left-turn lane; and
  ▪ Construct one additional eastbound left-turn lane.

o Perris Boulevard/Ramona Expressway (12.7%)
  ▪ Construct one exclusive westbound right-turn lane.

o Redlands Avenue / Ramona Expressway (10.1%)
  ▪ Construct one northbound through lane;
  ▪ Construct two southbound left-turn lanes; and
  ▪ Construct one southbound shared through/right-turn lane.

o Evans Road / Ramona Expressway (6.6%)
  ▪ Construct one additional southbound right-turn lane with right-turn overlap signal phasing;
  ▪ Construct one additional westbound through lane; and
  ▪ Install westbound right-turn overlap signal phasing.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.

2. The effects identified in the EIR have been determined to be significant and unavoidable.

Facts in Support of Findings: Assuming implementation of the recommended mitigation measures, the cumulative traffic impacts at the significantly impacted study intersections are forecast to be reduced to a level considered less than significant for Build Out Date with Project conditions.

Substantially Increase Hazards to a Design Feature (e.g., Sharp Curves or Dangerous Intersections) or Incompatible Uses (e.g., Farm Equipment)

The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to Project access requirements. Adherence to applicable City requirements would ensure the proposed Project would not include any sharp curves or dangerous intersections.

Temporary impacts associated with the construction of infrastructure improvements included as a part this Project may temporarily restrict vehicular traffic or cause temporary hazards. The construction of infrastructure would coincide with roadway improvements, which would include road or lane closures as well as the presence of construction workers and equipment on public roads. Construction operations would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road or lane closures. Site-specific activities, such as temporary construction activities, are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of infrastructure as a part of typical conditions of
approval, the Project would be required to implement measures that would maintain traffic flow and access. In the absence of a roadway design hazard, no impact would occur; therefore, no mitigation is required.

Findings:

1. Changes or alterations have been required in, or incorporated into, the proposed Project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.

2. The effects identified in the EIR have been determined not to be significant.

Facts in Support of Findings: Potential impacts related to increased hazards due to a design feature have been eliminated or substantially lessened to a level of less than significant by incorporation of project design features and implementation of proper mitigation measures as noted above.
5.3 ENVIRONMENTAL EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The purpose of this section is to present the Findings and Facts in the Support of Findings relative to those Project impacts that cannot be reduced to a level considered less than significant with the incorporation of PVCCSP EIR mitigation measures into the proposed Project, and implementation of Project-specific project design features, and/or additional Project-level mitigation measures.

The City of Perris, having reviewed and considered the information contained in the Final EIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081 and CEQA Guidelines 15091, that:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Therefore, the Project would cause significant unavoidable impacts for the following categories. The City must adopt a Statement of Overriding Consideration as a condition of Project approval and identify overriding economic, legal, social, technological, or other benefits of the Project that outweigh the significant effects of the Project (refer to Section 7.0 of this document).

**Air Quality**

- Violate air quality standard or contribute to an existing or projected air quality violation during operation (NOx).
- Cumulative criteria pollutants impact for NOx

**Greenhouse Gas Emissions**

- Substantial cumulative greenhouse gas emissions.

**Traffic and Circulation**

- Cumulative impacts related to intersections, roadway segment capacity, freeway mainline segments, and freeway merge/diverge.
5.3.1 AIR QUALITY

According to the Draft EIR, Alternative 2 impacts, when compared with the proposed Project, the volume or extent of the impact is increased and still significant, and a new impact has been identified for Air Quality.

Result in a Cumulatively Considerable Net Increase of Any Criteria Pollutant for Which the Project Region is in Nonattainment Under an Applicable Federal or State Ambient Air Quality Standard (Operations)

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources resulting from implementation of the proposed Project. Under build-out of the proposed development, the Project would consist of on approximately 68 acres of high-cube logistics warehouse uses and approximately 20 acres of future commercial uses. The stationary source emissions from these land uses would come from the consumption of natural gas and electricity.

Mobile source emissions would come from vehicular emissions from automobiles and trucks traveling to and from the site and from landscape maintenance equipment used to maintain the site. Based on trip generation factors included in the Traffic Impact Analysis and in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Ninth Edition, which is the default trip generation factors included in CalEEMod, long-term operational emissions associated with the proposed Project, calculated with CalEEMod, are shown in Table 4.3-P. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating. Table 4.3-O shows that the increase of all criteria pollutants as a result of the proposed Project would be less than the corresponding SCAQMD daily emission thresholds except for VOCs and NOx. This exceedance is due to operation of diesel-powered trucks associated with the proposed Project. Even with mitigation incorporated, this is a significant impact.

As referenced previously in the threshold regarding ambient air quality standards, the long-term operational emissions associated with the proposed Project would be significantly unavoidable. Therefore, they would also be cumulatively considerable. Mitigation Measures MM Air 11, MM Air 12, and MM Air 18 through 20 and 4.3J through 4.3.Q (Draft EIR, pages 4.3-49 through 4.3-51) would be applicable to this impact.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen the significant environmental effect as identified in the EIR.

2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the final EIR.

3. Impacts associated with long-term operational air quality emissions from implementation of the proposed Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the EIR, the impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: The potential for the proposed Project to violate any air quality standard or contribute substantially to an existing or projected air quality violation impacts have not been eliminated or substantially lessened to a level of less than significant by incorporation of PVCCSP EIR mitigation measures MM Air 11, MM Air 12, and MM Air 18 through 20 and Project-
specific mitigation measures MM AQ 4.3.J through MM AQ 4.3.Q. Impacts still remain significant and unavoidable.

**Applicable PVCC Specific Plan Mitigation Measures**

**MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

**MM Air 12** Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.

**MM Air 18** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

**MM Air 19** In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.

**MM Air 20** All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%). The project shall incorporate a water conservation strategy of 30% or higher.

**Additional Project-Level Mitigation Measures**

**MM AQ 4.3J** All Project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%).

**MM AQ 4.3K** Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to reapply architectural coatings.

**MM AQ 4.3L** All building tenants shall utilize only electric yard trucks and forklifts.

**MM AQ 4.3M** Prior to issuance of a building permit, the Project proponent shall provide the City with Project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required. In addition, the Project will incorporate 2 electric vehicle charging stations for light-duty vehicles.
Electrical lines shall be designed and sized to add additional charging stations when a demand is demonstrated.

**MM AQ 4.3N** Prior to the issuance of building permits, the Project proponent shall submit lighting plans to the City of Perris Building Division demonstrating that outdoor lighting is limited to levels needed for safety and security.

**MM AQ 4.3O** Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fuelled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Development Services Department. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.

**MM AQ 4.3P** Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to residences on Markham Street and Webster Avenue.

**MM AQ 4.3Q** Prior to issuance of an occupancy permit, the Project proponent shall install a sign on the east side of the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant’s representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant’s representative shall endeavor to resolve reasonable complaints within 24 hours.

**Cumulative Impacts**

The long-term operations of the Project would exceed the thresholds of significance for VOCs and NO\(_X\) and would contribute to long-term regional air pollutants. With the lack of feasible mitigation to reduce NO\(_X\) emissions, the operation of the proposed Project would contribute to adverse air quality impacts. As discussed in Section 4.3.7.1, the proposed Project has been determined to be compliant with the 2012 AQMP goals. The SCAQMD and the SCAG are responsible for
formulating and implementing the AQMP, which has a 20-year horizon for the Basin. The Final 2012 AQMP proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin. As previously discussed, the AQMP considers the planned land uses and growth within the Basin based on the General Plan land uses that area proposed. Therefore, land uses that may have significant air quality impacts are considered within the AQMP in addition to land uses within the Basin that may have no impacts. As all projects and growth are considered and not just a single project, it is possible for a balance to be achieved over the 20-year time horizon and thus a project can be consistent with the strategies included in the AQMP while having air quality impacts without reducing the potential for the achievement of AQMP goals. Although the Project was found to be consistent with the AQMP, which will lead to future attainment of federal and State AAQS, the proposed Project's operational NOx emissions exceed the SCAQMD's significance thresholds. Because there are no feasible mitigation measures available to reduce Project VOCs and NOx emissions to a less than significant level, impacts are also considered to be cumulatively significant.

Findings

1. Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effect as identified in the EIR.

2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the final EIR.

3. Impacts associated with cumulative criteria pollutants and have been reduced to the extent feasible. However, after implementation of the mitigation measures contained in the EIR, the impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: Even with the incorporation of mitigation measures MM Air 11, MM Air 12, and MM Air 18 through 20, and MM AQ 4.3.J through MM AQ 4.3.Q., identified previously, into the proposed Project, the Project's operational emissions and potential cumulative impact of criteria pollutants still remain significant and unavoidable.
5.3.2 GREENHOUSE GAS EMISSIONS

According to the Draft EIR, Alternative 2 impacts, when compared with the proposed Project, the volume or extent of the impact is increased and still significant, and a new impact has been identified for Greenhouse Gas Emissions.

Generate Greenhouse Gas Emissions, Either Directly or Indirectly, That May Have a Significant Impact on the Environment, or Conflict With Any Applicable Plan, Policy or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The proposed Project will comply with existing State and federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which will reduce the Project’s electricity demand compared to older buildings. The proposed warehouse buildings will be built in compliance with the 2013 Title 24 California Building Code (CBC) to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices. The 2013 Title 24 Building Codes are called California’s “Green Building” codes because they create energy efficiencies of up to 30 percent in some categories above and beyond the energy efficiencies achieved under the previous versions of Title 24.

It should be noted that the Project’s GHG emissions would exceed the 10,000 MTCO₂E (metric tons of carbon dioxide equivalents) threshold as established for Tier 3 projects. Dividing the 14,160 MTCO₂E by the assumed 1,279 persons employed in the Project site, it is established that the Project yields a service population generation of 11.07 tons per employees. Therefore, the EIR concluded that Project-level impacts are significant and unavoidable even with mitigation since the proposed Project would generate GHG emissions that exceed the SCAQMD’s draft thresholds of significance for industrial projects.

The PVCCSP EIR included specific mitigation measures MM GHG 1 through MM GHG 3 (Draft EIR, page 4.7-31) to reduce potential greenhouse gas emissions impacts to less than a significant level. These mitigation measures are required during the operation of the proposed Project:

MM GHG 1 All Project building shall be designed to exceed current Title 24 requirements by 20 percent (meets PVCCSP EIR MM Air 20).

MM GHG 2 The Project shall incorporate a water conservation strategy of 30 percent or higher.

MM GHG 3 The Project shall improve the pedestrian network and provide traffic calming measures.

In addition to those mitigation measures identified above, all of the mitigation measures identified as AQ 4.3.J though AQ 4.3.L of the Draft EIR.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project that lessens the significant environmental effect as identified in the EIR.

2. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the
project alternatives identified in the final EIR.

3. Cumulative GHG impacts from implementation of the proposed Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: The proposed Project will comply with existing State and federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which will reduce the Project’s electricity demand compared to older buildings. The proposed warehouse buildings will be built in compliance with the 2013 Title 24 California Building Code (CBC) to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices. However, the Draft EIR concluded that Project-level impacts are significant and unavoidable even with mitigation since the proposed Project would generate GHG emissions that exceed the SCAQMD’s draft thresholds of significance for industrial projects.
5.3.3 TRAFFIC AND CIRCULATION

According to the Draft EIR, Alternative 2 impacts would be similar to the proposed Project.

Conflict With an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System, Taking Into Account All Modes of Transportation Including Mass Transit and Non-Motorized Travel and Relevant Components of the Circulation System, Including but Not Limited to Intersections, Streets, Highways, and Freeways, Pedestrian and Bicycle Paths, and Mass Transit, or Conflict With an Applicable Congestion Management Program, Including, but Not Limited to Level of Service Standards and Travel Demand Measures, or Other Standards Established by the County Congestion Management Agency for Designated Roads or Highways (Cumulative Impacts)

Tables 4.15-V through 4.15-Y of the Draft EIR show the Project’s impacts to both opening year and forecast year (2035) freeway mainline segments and merge/diverge intersections. It is shown that the Project will have a significant impact on both the freeway mainline segments and the merge/diverge intersections in the forecast year (2035). However, since these freeway segments and intersections are beyond the jurisdiction of the City of Perris, no mitigation measures can be introduced or enforced to lessen those impacts. Therefore, the Project will have a significant and unavoidable impact.

Findings

1. Changes or alterations have been required in, or incorporated into, the proposed Project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

4. Cumulative traffic impacts from implementation of the proposed Project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: Assuming implementation of the recommended mitigation measures, the cumulative traffic impacts at the significantly impacted study intersections are forecast to be reduced to a level considered less than significant for Build Out Date with Project conditions. However, several of these intersections where it is possible to mitigate the level of impact to below a level of significance are outside the jurisdiction of the City of Perris, and thus the City of Perris does not have the authority or jurisdiction to ensure that the necessary mitigation measures for those intersections would be implemented in a timely manner or at all. Therefore, it is assumed that several intersections near or around the Project will continue to have a significant impact. Therefore, the Project will have a significant impact on the environment.

There are several study intersections whose impacts could conceivably be mitigated to below a level of significance; they are beyond the jurisdiction of the City of Perris. Those intersections are:
- Day Street at Cajalco Expressway
- Decker Road at Cajalco Expressway
- Seaton Avenue at Cajalco Expressway
- I-215 Southbound Ramps at Harley Knox Boulevard
- I-215 Northbound Ramps at Harley Knox Boulevard
- I-215 Southbound Ramps at Cajalco Expressway
- I-215 Northbound Ramps at Ramona Expressway

Since these intersections are outside of the jurisdiction of the City of Perris, it cannot be guaranteed that the required mitigation measures will be implemented in a timely manner or at all, and thus the impact to these intersections are considered to be significant.

This is in addition to the previously identified cumulative impacts to the four State Highway basic freeway study segments:

- I-215 southbound, north of Harley Knox
- I-215 southbound, between Harley Knox and Ramona Expressway
- I-215 northbound, between Harley Knox and Ramona Expressway
- I-215 northbound, north of Harley Knox Boulevard

The four State Highway merge / diverge study segments are:

- I-215 southbound on-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Ramona Expressway
- I-215 northbound off-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Harley Knox Boulevard

These intersections, freeway segments, and freeway on- and off-ramps are outside the jurisdiction of the City of Perris.
5.4 ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR addresses the environmental effects of alternatives to the proposed Project. A description of these alternatives, a comparison of their environmental impacts to the proposed Project, and the City’s findings are listed below. These alternatives are compared against the Project relative to the identified Project impacts summarized in Section 5.2 and Section 5.3 of this document, above, and to the Project objectives, as stated in Section 2.3 of this document.

In making the following alternatives findings, the City of Perris certifies that it has independently reviewed and considered the information on alternatives provided in the Draft EIR, including the information provided in the comments on the Draft EIR and the responses thereto.

5.4.1 ALTERNATIVE 1: EXISTING ZONING ALTERNATIVE

With the intent of avoiding land use conflicts introduced by the proposed Project’s requirement for an amendment to the PVCCSP created by the proposed Project, the City has considered an Existing Zoning Alternative. This alternative includes an approximately 922,490 square foot shopping center, and does not include a high-cube logistics warehouse buildings on the Project site. The existing SP General Plan designation, and SP zoning would be retained as well as the Specific Plan-Commercial and Specific Plan-Business Professional Office land use designations of the PVCCSP.

Findings

1. The findings of the proposed Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of this alternative from further consideration.

Facts in Support of Findings: As identified, with the intent of avoiding land use conflicts introduced by the proposed Project’s requirement for an amendment to the PVCCSP created by the proposed Project, the City has considered an Existing Zoning Alternative. This alternative includes an approximately 922,490 square foot shopping center, and does not include a high-cube logistics warehouse buildings on the Project site. The existing SP General Plan designation and SP zoning would be retained as well as the Specific Plan-Commercial and Specific Plan-Business Professional Office land use designations of the PVCCSP. Additionally, Impacts associated with these topics would be similar to the proposed Project because development of the site under the Existing Zoning Alternative would result in a similar footprint of development with no additional demand to services from residential uses. For this reason, impacts to these land-oriented impact topics would be similar resulting in the same level of impact.

5.4.2 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE

This Alternative consists of the development of the Project site with approximately 958,770 square feet of logistics warehouse uses and 441,480 square feet of commercial uses. This is essentially a “hybrid” between the Existing Zoning Alternative and the proposed Project. Patterson Avenue transverses the site identically to the Existing Zoning Alternative, with the industrial portion of the Project encompassing 52% of the Project site and the commercial areas about 48% of the Project site. As such, the environmental impacts are proportionally in between those two alternatives.

Impacts associated with these topics would be similar to the proposed Project because development of the site under the Reduced Intensity Alternative would result in a similar footprint of development with no additional demand to public services. For this reason, impacts to these topics
would be similar resulting in the same level of impact.

Findings

1. The findings of the proposed Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of this alternative from further consideration.

Facts in Support of Findings: Similar to the proposed Project, the Reduced Intensity Alternative would produce significant traffic impacts on local freeways. Since the amount of operational air pollutant emissions and traffic would be increased in magnitude, because there are no feasible mitigation measures to reduce increased traffic on I-215, cumulative impacts to this state transportation facility would remain significant and unavoidable. Therefore, the Reduced Intensity Alternative would exacerbate the significant and unavoidable impacts associated with Project direct and cumulatively considerable operational air pollutant emissions.

Additionally, under the Reduced Intensity Alternative, long-term operational-related air quality impacts would be increased in magnitude when compared to the Project and would have additional significant impacts. The increase in commercial uses would result in an increase of permanent jobs that would be created, but it may take over 20 years for those jobs to materialize.

Lastly, because of the increase in vehicle trips achieved under this alternative, impacts to the operation of local roadways and intersections would be proportionally increased from what was identified for the proposed Project; however, long-term cumulative traffic impacts to state transportation facilities (i.e., I-215) would remain significant and unavoidable. Construction-related noise would be mitigated in a similar manner as the proposed Project and would remain less than significant. Under this alternative, several of the proposed Project objectives would not be met or achievable.

5.4.3 ALTERNATIVE 3: PATTERSON REALIGNMENT

This alternative would result in the same intensity of development of the proposed Project; approximately 1,428,536 square feet of warehouse uses and 18.08 commercial acres. This is very similar to the proposed Project of 1,455,781 square feet of warehouse uses and 20.25 commercial acres. The main difference between this alternative and the proposed Project is the alignment of Patterson Avenue. Instead of being vacated through the Project site as per the proposed Project or following a curved orientation per Alternative 1 and Alternative 2, Patterson Avenue follows a serpentine or "knuckle" orientation.

Impacts associated with these topics would be similar to the proposed Project because development of the site under the Patterson realignment Alternative would result in a similar footprint of development with no additional demand to services from residential uses. For this reason, impacts to these land-oriented impact topics would be similar resulting in the same level of impact. The remaining environmental issues would, in some cases, result in similar impacts, but would be different enough to be analyzed separately under this alternative.

Findings

1. The findings of the proposed Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of this alternative from further consideration.

Facts in Support of Findings: Similar to the proposed Project, this alternative would generate
long-term operational air pollutant emissions, and increased traffic operations on local roadways and at local intersections. The amount of operational air pollutant emissions and traffic generated by the Patterson Realignment Alternative would be similar to the proposed Project. Similar to the proposed Project, there are no mitigation measures that would reduce long-term air quality operational impacts to below SCAQMD threshold standard. Additionally, there are no mitigation measures that would reduce impacts associated with increased traffic in the area to the I-215. Therefore, cumulative impacts associated with long-term air quality and long-term traffic would remain significant and unavoidable.

With the Patterson Realignment Alternative, impacts related to air quality and traffic impacts would be similar to those identified with the proposed Project. Long-term air quality operational impacts under this alternative would remain significant and unavoidable and would result in similar conditions as identified for the proposed Project. Operational traffic would result in increased traffic on existing roadways and may impact existing intersection's level of service within the area. This alternative would require the same amount of water as the proposed Project and would generate the same amount of wastewater and solid waste when compared to the proposed Project. Similar to the proposed Project, adherence to utility requirements would reduce these impacts to a less than significant level. The Realignment Alternative would meet the majority of the Project's objectives with the exception of those goals pertaining to circulation.

5.4.4 ALTERNATIVE 4: NO BUILD/NO PROJECT

Under the No Build Alternative, no development would take place within the Project limits. No ground-disturbing activities would take place, nor would any form of structure or facility be erected. Impacts associated with this Alternative, when compared to the proposed Project, would not occur. In the absence of development, most impacts would not occur and this Alternative would be the environmentally superior alternative. However, the fair share traffic mitigation measures required by a Project at this location would also not occur. Eleven study intersections are projected to operate at an unacceptable level of service prior to the certificate of occupancy, and fifteen study intersections are projected to operate at an unacceptable level of service in 2035. Without a project mitigating these impacts by installing intersection improvements and paying fair share fees, those intersections would continue to operate at an unacceptable level of service.

Additionally, no development of the site, as suggested by this alternative, would not fulfill the primary objectives of the proposed Project. Retention of the Project site in its current condition would not expand employment opportunities to residents of the City. Retaining the site in its current undeveloped condition would not generate the revenue (e.g., property tax) that could augment the City's current revenue stream.

Findings:

1. The findings of the proposed Project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the proposed Project and the elimination of this alternative from further consideration.

Facts in Support of Findings: Pursuant to CEQA (§15126.6[e][2]), the no project alternative should discuss what would reasonably be expected to occur, based on current plans and consistent with available infrastructure and community services, in the foreseeable future. The Project site is currently zoned Specific Plan, with an underlying land use of Commercial and Business Professional Office. The Project site is currently designated by the General Plan as the PVCCSP. Given the goals and objectives of the City of Perris, it is highly reasonable in the event the proposed Project were not approved, the site would be developed with some type of
commercial use in the future. However, it is not assured that the site would develop with a use similar to the proposed Project and it not clear any development would occur on the site any time in the next twenty years. For this reason, this EIR assumes the No Project Alternative would result in no development on the Project site, and continued use of the land for agricultural uses would continue.
SECTION 6.0 CERTIFICATION OF THE FINAL EIR

The Planning Commission declares that no new significant information as defined by the CEQA Guidelines, Section 15088.5, has been received by the Planning Commission after circulation of the Draft EIR that would require recirculation. The Planning Commission certifies the Final EIR based on the findings and conclusions discussed below.

The same Findings and Conclusions listed below for the proposed Project would also apply to Alternative 2.

6.1 FINDINGS

The Project would have the potential for creating significant adverse impacts. These significant adverse environmental impacts have been identified in the EIR and will require mitigation as set forth in the Findings. As described in Section 5.3 of this document, significant adverse impacts which cannot be mitigated to a level of insignificance after mitigation include operational air quality emissions (NOx), cumulative air quality emissions (NOx), cumulative GHG emissions, and cumulative transportation/traffic (intersections, roadway segments, freeway segments and freeway ramps).

6.2 CONCLUSIONS

1. Except as to those impacts stated above relating to air quality, GHG emissions, and transportation/traffic, all other significant environmental impacts from the implementation of the proposed Project have been identified in the EIR and, with implementation of the project design features and mitigation measures identified, will be mitigated to a level considered less than significant.

2. Alternatives to the proposed Project, which could potentially achieve the basic objectives of the proposed Project, have been considered and rejected in favor of the proposed Project.

3. Environmental, economic, social, and other considerations and benefits derived from the development of the proposed Project override and make infeasible any alternatives to the proposed Project or further mitigation measures beyond those incorporated into the proposed Project.
SECTION 7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

7.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines provide in part the following:

a) CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or 15091(a)(3) of the State CEQA Guidelines.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the State CEQA Guidelines).

The Planning Commission, having reviewed and considered the information contained in the Final EIR for the Project, Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

The same Significant Unavoidable Impacts and Overriding Considerations and Findings listed below for the proposed Project would also apply to Alternative 2.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Although all potential Project impacts have been substantially avoided or mitigated as described in the preceding findings, there is no complete mitigation for the following impacts. These impacts are considered significant and unavoidable.

- **Operational Air Quality Impact.** Maximum daily emissions from Project operations would exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds for nitrogen oxides (NOx) resulting in a significant and unavoidable impact.

- **Cumulative Air Quality Impact.** Long-term NOx emissions from mobile sources would exceed SCAQMD thresholds for operations. Because NOx is an ozone (O₃) precursor, this could result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant. Therefore, this impact would be cumulatively considerable and significant.

- **Cumulative Greenhouse Gas Emissions.** The proposed Project's GHG emissions would exceed the SCAQMD's recommended 10,000 million tons of carbon dioxide equivalent per year (MTCO₂e/yr) screening threshold for industrial projects. Therefore, the cumulative impact of the proposed Project on GHG emissions would be significant and unavoidable.

- **Cumulative Traffic Impacts.** The proposed Project would result in significant and...
unavoidable cumulative impacts at the following intersections, roadway segments, and
freeway segments and ramps.

There are several study intersections whose impacts could conceivably be mitigated to below a
level of significance; they are beyond the jurisdiction of the City of Perris. Those intersections are:

- Day Street at Cajalco Expressway
- Decker Road at Cajalco Expressway
- Seaton Avenue at Cajalco Expressway
- I-215 Southbound Ramps at Harley Knox Boulevard
- I-215 Northbound Ramps at Harley Knox Boulevard
- I-215 Southbound Ramps at Cajalco Expressway
- I-215 Northbound Ramps at Ramona Expressway

Since these intersections are outside of the jurisdiction of the City of Perris, it cannot be
 guaranteed that the required mitigation measures will be implemented in a timely manner or at all,
 and thus the impact to these intersections are considered to be significant.

This is in addition to the previously identified cumulative impacts to the four State Highway basic
freeway study segments:

- I-215 southbound, north of Harley Knox
- I-215 southbound, between Harley Knox and Ramona Expressway
- I-215 northbound, between Harley Knox and Ramona Expressway
- I-215 northbound, north of Harley Knox Boulevard

The four State Highway merge / diverge study segments are:

- I-215 southbound on-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Ramona Expressway
- I-215 northbound off-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Harley Knox Boulevard

These intersections, freeway segments, and freeway on- and off-ramps are outside the jurisdiction
of the City of Perris.

Details of these significant unavoidable adverse impacts were discussed in the EIR and are
summarized, or were otherwise provided in Section 5.3, Environmental Effects Which Remain
Significant and Unavoidable after Mitigation and Findings, in this document.
7.3 **OVERRIDING CONSIDERATIONS**

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the City of Perris Planning Commission, having reviewed and considered the information contained in the proposed Project EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The Planning Commission finds that any one of these Project benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations.

1. **The City of Perris finds that all feasible mitigation measures have been imposed to lessen Project impacts to less than significant levels. Furthermore, the City of Perris finds that alternatives to the Project are infeasible because, while they have similar or fewer environmental impacts, they do not provide the benefits of the Project, or they are otherwise socially or economically infeasible when compared to the Project, as described in the Statement of Facts and Findings.**

With the exception of air quality, GHG emissions, and traffic, impacts, based on the analysis presented in the Initial Study and Draft EIR, potential Project impacts are adequately reduced to less than significant levels through implementation of the identified PVCCSP mitigation measures, Project design features, and additional Project-level mitigation measures developed for the proposed Project. The proposed Project would result in significant unavoidable operational and cumulative air quality impacts, cumulative GHG emissions impacts, and cumulative traffic impacts. For those impacts found to be significant and unavoidable, mitigation is identified to the extent feasible. The following sections of the Draft EIR identify why each impact cannot be fully mitigated to a less than significant level: Sections 4.3, Air Quality; 4.7, GHG Emissions; 4.15, Traffic and Circulation; and 5.1, Significant Environmental Effects which Cannot be Avoided if the Proposed Project is Implemented.

The significant and unavoidable Project and cumulative air quality impacts resulting from the Project are associated with NOx emissions resulting from the Project’s mobile sources (vehicular emissions). There is no feasible mitigation to reduce these impacts to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid the Project and cumulative air quality impacts. Elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

The Project’s significant and unavoidable cumulative GHG emissions impact is primarily associated with GHG emissions from mobile sources. Because the proposed Project’s GHG emissions exceed SCAQMD’s 10,000 MTCO2e/yr screening threshold, the impact would be cumulatively considerable and significant. In addition to Project design features, and PVCCSP EIR mitigation measures, and additional Project-level mitigation measures are required to reduce GHG emissions. There are no additional feasible mitigation measures that would reduce the Project’s cumulative impacts related to GHG emissions to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid these significant cumulative impacts. As with air quality impacts, elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

The proposed Project does not result in any direct (Project-specific) traffic impacts. However, the Project’s cumulative traffic impacts remain significant and unavoidable for one or more of the following reasons, as further discussed below: (1) the intersection or freeway
facility is under the jurisdiction of another agency (e.g., California Department of Transportation [Caltrans]) and the City of Perris cannot require that agency to approve and implement physical improvements (planned or other) and cannot implement the improvements without Caltrans’ approval; and/or (2) the identified non-program improvements that are needed for intersections and roadway segments to operate at an acceptable level of service (LOS) are not covered by an existing adopted traffic mitigation fee program, and payment of an additional fee does not ensure that the physical improvements would ultimately be completed.

The Project applicant is required to pay fees as required by established traffic mitigation fee programs (NPRBBD, which includes TUMF and DIF). The payment of the required fees for these established programs reduces the Project’s impact to a less than significant level, unless the intersection or roadway is not solely under the jurisdiction of the City of Perris or the required improvement is not covered by an established program.

Although the City of Perris makes every effort to ensure that needed non-program improvements are constructed prior to that time at which the LOS is forecasted to fall below the performance levels established by the City and to ensure that significant impacts are avoided, the additional fee payment policy is not an established traffic mitigation fee program, does not identify the timing of the implementation of specific improvements, and does not guarantee that specific roadway or intersection improvements would be made. Additionally, there is no certainty that the City would be able to obtain sufficient funding through the additional fee pay policy to implement the physical improvements. Therefore, while the payment of the additional local fee ensures that the Project developers, including the Project applicant, have paid their “fair share” toward non-program improvements needed to mitigate cumulative impacts, it would not reduce these impacts to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid these significant cumulative impacts.

The Project’s cumulative impacts to intersections, roadway segments, freeway mainline segments, and freeway ramps would occur by forecast year 2035. Improvements to the I-215 (intersection, freeway segments and ramps) can reduce impacts; however, these physical improvements would require approval from Caltrans. The City of Perris cannot require Caltrans to approve implementation of mitigation measures and cannot construct planned or other improvements without Caltrans approval. The City of Perris has no control over State facilities, including the timing or implementation of freeway segment, intersection and ramp improvements and, because the State facilities funded and planned to be developed under future traffic conditions are already anticipated to operate at an unacceptable LOS even without the proposed Project, there are no further improvements or mitigation that can be imposed upon the Project to mitigate its small cumulative contribution to significant impacts to I-215 traffic conditions. Therefore, these impacts would be significant and unavoidable.

The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid the cumulative traffic impacts resulting from the proposed Project. Elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

2. The proposed Project is consistent with and will contribute to achieving the goals and objectives established by the Perris General Plan and the PVCCSP. Implementing the City’s General Plan as a policy is a legal and social prerogative of the City.

The proposed Project implements the approved PVCCSP on the Project site per the amended
specific plan. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the proposed Project is a part, would not result in inconsistencies with the General Plan goals and policies. Because the proposed Project has been determined to be consistent with, and implements the PVCCSP, it can be concluded that it is also consistent with the General Plan. Further, the proposed Project is consistent with the intent of the PVCCSP "to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris", and specifically with the land use designation of General Industrial. Therefore, the proposed Project is also consistent with the General Plan land use designation (Specific Plan) for the Project site.

The proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. Notably, the proposed Project specifically implements Goal III of the Land Use Element, which is "Commerce and industry to provide jobs for residents of all economic levels" and Policy III.A which is "Accommodate diversity in the local economy".

3. Development and construction of the proposed Project will create both temporary and permanent on-site jobs and will indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economies. Once the proposed Project is completed, the facility will ultimately spur the creation of both local and regional jobs, and there would be additional output and earnings to the local and regional economies.

Temporary construction and long-term operational jobs created by the Project would result in increased spending throughout the region, including in the City of Perris. During the construction phase of the proposed Project, direct jobs, that would be created, further increase indirect jobs in the City and in the economic region. Additionally, over the construction period, construction spending would add revenue to local and regional output. Construction spending would also increase local earnings and regional earnings. After construction, the development would create new on-site jobs as well as indirect jobs in the City and in the economic region.

4. The Optimus Logistics Center Project will contribute towards maximizing employment opportunities in the City to improve the jobs-housing balance and to reduce systemic unemployment within the City. Jobs for residents at a variety of income levels will be provided.

There are numerous methodologies for estimating employment generation from individual projects. As identified in Section 4.10, Land Use Planning, Population and Housing, of the Draft EIR, the proposed Project would generate approximately 1,279 new jobs. The actual number of employees would vary based on the operation of the proposed Project as a high-cube distribution warehouse or an e-commerce fulfillment center. This employment estimate is based on the employee generation rates used in the PVCCSP EIR. The proposed Project would result in the creation of new jobs, which would be an increase over existing conditions where no employment opportunities currently exist. This increase in jobs would be an overall benefit to the local and regional economy.

Based on the most recent adopted housing and employment growth forecast data available from the Southern California Association of Governments (SCAG), the estimated 2020 jobs-to-housing ratios for the City of Perris is 0.98. In 2035, the future jobs-to-housing ratios for the City is 0.86. The jobs-to-housing ratio refers to the ratio of residents and jobs in an area. Because these ratios are below 1.0, they indicate that the City of Perris is "jobs poor". Therefore, the provision of additional jobs by maximizing employment on the Project site would support a better jobs-to-housing ratio and would reduce unemployment in the City.
New jobs associated with the Project are expected to include both manual occupations (e.g., trucking, dock work, and freight handling) and other office-based occupations (e.g., logistics, sales, management, and freight forwarding). Both manual and office-based occupations have the potential to pay relatively high wages, thereby contributing to the provision of jobs for a variety of income levels. Additionally, as discussed previously in the discussion for Item 3, the proposed Project would generate short-term construction-related and long-term operational jobs.

5. The proposed Project will provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead. Once construction is completed, the facility will annually generate additional City revenue. This increased revenue from the development will be driven by indirect sales tax, property tax, and business license fees.

The Project would have a positive fiscal impact on the City of Perris through construction and development of the Project, as well as throughout the life of the Project. As noted above in the discussion for Item 3, the construction and development of the site would produce a temporary economic stimulus as a result of one-time construction-related spending in the form of one-time development fees. These fees include city fees, school fees, sewer and water fees, and permits. In addition to the one-time payment of fees, property taxes and indirect sales taxes would be collected during this time and paid to the City of Perris. During the operational phase of the Project (during which time the building is fully constructed and functional), additional revenues will be paid to the City in the form of property taxes, indirect sales tax, and business license fees.

6. The proposed Project will help meet the existing demand for high-quality, large-scale, Class A high cube warehouse/distribution center or e-commerce/fulfillment center within a geographic area that allows for access to a multi-modal transportation system.

The proposed Project has been designed to maximize the size of the on-site building, taking into consideration site constraints and development standards outlined in the PVCCSP.

Further, according to market trends, the positive demand for warehouses over 500,000 sf has been spurred by the shift to internet sales and the increase in e-commerce retailers. E-commerce sales were more than doubled from 2005 to 2012, and future e-commerce sales are projected at $327 billion in 2016. Based on an Inland Empire Market Overview prepared in September 2013 and (reference Integra Final EIR - Attachment D), tenants continue to look for modern, large warehouse facilities to house their regional distribution centers that can accommodate the increase in e-commerce. The proposed Project would allow a major retailer or combination of tenants to take advantage of new, modern construction that can accommodate large inventory handling and racking systems, and which can provide high parking ratios and a high number of dock doors. Additionally, the location within the City of Perris would provide access to UPS and FedEx hubs, which would support the growing trend of same-day delivery models.

Access to efficient modes of transportation is also critical in the success of a large industrial warehouse facility. The Project’s location within the City of Perris in the Inland Empire would provide access to a full range of transportation infrastructure. The Inland Empire geographic region, which includes the Project site, is served by a large freeway system that connects to points within and outside the region, including the San Bernardino Freeway (I-10), which acts as a transcontinental highway connecting Los Angeles to the rest of the nation, as well as I-210, I-215, I-15, SR-60, SR-71, and the 241 Toll Road, which connects to SR-91. Truck traffic is able to load and unload goods at the Los Angeles and San Bernardino BNSF Intermodal Container Facilities, which are rail hubs that allow for the efficient transfers of international and
domestic cargo to and from trains and trucks. Additionally, the Project site is located near two international airports: Ontario International Airport and Los Angeles International Airport, and to the Ports of Los Angeles and Long Beach. All of these facilities are critical in the movement of freight throughout Southern California and support the demand for warehouse facilities.

These factors were taken into consideration by the City of Perris in its decision to establish the PVCCSP. As identified in Section 1.1 of the PVCCSP, “The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural area to a modern-day commerce center providing for the needs of an ever-expanding regional market... The area offers convenient access to a multi-directional freeway system via Interstate-215 traveling north and south, and State Route-60 traveling east and west.” As demonstrated through the PVCCSP land use designations (shown on Figure 2.0-1 of the PVCCSP and Exhibit 4.6-2 of the Draft EIR), the Specific Plan area is primarily designated for General Industrial uses. With the approval of the PVCCSP in January 2012, the City of Perris made the decision to provide, among other uses, high quality industrial uses in this area of the City, thereby accommodating the anticipated demand for this type of use in the region.

7. The proposed Project will provide infrastructure improvements required to meet Project and vicinity needs in an efficient and cost-effective manner.

The PVCCSP includes an Infrastructure Plan, which identifies the utility infrastructure necessary to serve the allowed development within the PVCCSP area. Each individual development, including the proposed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the proposed Project are described in Section 3, Project Description, of the Draft EIR.

Additionally, as described in Section 4.15 of the Draft EIR, the proposed Project would include roadway improvements to accommodate Project circulation needs. The environmental impacts associated with these improvements have been evaluated in the Draft EIR for the proposed Project. The proposed Project will install improvements as well as provide its fair-share contribution to other intersections. In addition to the construction of roadways, the Project developers would pay applicable traffic mitigation fees (e.g., North Perris Road and Bridge Benefit District [NPRBBBD] fees) that would fund additional traffic improvements to General Plan roadways in the Project area and would go toward the maintenance of roadway infrastructure in the Project area.

Although significant impacts will remain, the City of Perris will mitigate any significant adverse impacts to air quality, GHG emissions, and transportation/traffic to the maximum extent practicable. In its decision to approve the Project, the City of Perris Planning Commission has considered the Project benefits to outweigh the environmental impacts.
Environmental Impact Report (SCII# 2012111003), Development Plan Review 12-10-0005, Specific Plan Amendment 12-10-0006, Street Vacation 13-05-0018, Tentative Parcel Map 13-05-0017 (TPM 36512) and Tentative Parcel Map 13-05-0016 (TPM 36582) – Environmental Impact Report, Development Plan Review, Specific Plan Amendment, Street Vacation and two Tentative Parcel Maps for a proposed industrial development “Optimus Logistics Center I” to construct two warehouse buildings, totaling 1,455,781 square feet, located north of Ramona Expressway between the I-215 Freeway and Ramona Expressway. The Specific Plan Amendment is to amend the land use designation of approximately 68.99 acres from Commercial (C) and Business Professional Office (BPO) to Light Industrial (LI) and to amend the circulation plan for Patterson Avenue. Applicant: Mike Naggar, Mike Naggar & Associates

REQUESTED ACTION: ADOPT Resolution No. (next in order) to certify the Environmental Impact Report based on the findings in the Statement of Facts and Findings and Statement of Overriding Considerations regarding significant environmental impacts resulting from the Project.

ADOPT Resolution No. (next in order) to approve the Development Plan Review 12-10-0005, Street Vacation 13-05-0018 and two Tentative Parcel Maps TPM 36512 (13-05-0017) and TPM 36582 (13-05-0016), subject to Conditions of Approval.

Introduce First Reading of Ordinance No. (next in order) approving Specific Plan Amendment 12-10-0006 to revise the land use designation of approximately 68.99 acres from Commercial (C) and Business Professional Office (BPO) to Light Industrial (LI) and to amend the circulation plan for Patterson Avenue, subject to the information contained in the staff report and making findings in support thereof.

CONTACT: Clara Miramontes, Director of Development Services

BACKGROUND/DISCUSSION:

On May 6, 2015, the Planning Commission voted 4-2 recommending to the City Council approval of an industrial development “Optimus Logistics Center I” proposing to construct two industrial buildings, totaling 1,455,781 square feet, located north of Ramona Expressway between the I-215 Freeway and Ramona Expressway. The project consists of several applications, including an Environmental Impact Report (EIR), Development Plan Review (DPR), Specific Plan Amendment (SPA), Street Vacation (SV) and two Tentative Parcel Maps. The EIR is to assess environmental impacts associated with the project. The Specific Plan Amendments are to amend the land use designation of approximately 68.99 acres from Commercial (C) and Business Professional Office (BPO) to Light Industrial (LI) and to amend the circulation plan to remove Patterson Avenue connection to Ramona Expressway.

The EIR evaluated the following four Alternatives in addition to the applicant’s proposal: Alternative 1) existing zoning to remain with no development; Alternative 2) elimination of building 2 and commercial zone to remain on 21 acres adjacent to I-215/Patterson Avenue; Alternative 3) reduced building square footage in same location with realignment of Patterson Avenue connecting to Ramona Avenue; and Alternative 4) existing zoning to remain and rezone an additional 19.5 acres to the north from Business Professional Office to Commercial. Staff’s recommendation at the Planning Commission meeting was to adopt Alternative 2, which would eliminate building 2 and retain the commercial zoning on 21 acres adjacent to the I-215 FWY/Patterson Avenue. Staff expressed concerns that the potential for a large-scale retail development with high visibility along the I-215 freeway and Ramona Expressway would be affected by the applicant’s proposed land use change from commercial to industrial in this area. The City Engineer had also recommended that Patterson Avenue not be terminated at the project entry in order to retain a frontage road from Harley Knox Avenue to Ramona Expressway.
At the Planning Commission hearing, the Commission expressed appreciation for the high-quality architecture purposefully designed to have a business park appearance. The site plan has also been designed to minimize visual and noise impacts to the existing single-family homes on Webster Avenue. The Commission was also supportive of the elimination of Patterson Avenue to Ramona and concurred with the applicant's conceptual ideas of a potential commercial center along the proposed 300-feet of commercial frontage along Ramona Avenue.

The EIR was made available for public review during a 45-day public review period from November 26, 2014 through January 12, 2015. Responses to comments were sent to all of the commenting agencies. None of the comments resulted in the recirculation of the EIR. The EIR identified air quality, greenhouse gas emissions and traffic impacts for which mitigation measures are not available to reduce the impacts to below levels of significance. For these potentially significant, non-mitigatable environmental impacts, the City Council will need to adopt a Statement of Overriding Considerations prior to approving the proposed project.

A second comment letter was received by Johnson & Sedlack, Attorney at Law, the afternoon of the Planning Commission hearing. The second letter stated that the first response letter did not adequately address the concerns raised in the first comment letter. Due to receiving the letter late afternoon before the Planning Commission meeting, staff did not have time to prepare a written response at the hearing. However, staff did read the letter before the hearing and determined that the comments in the second letter did not raise any new issues that were not already addressed in the in the first response letter, which is included in the EIR. Therefore, no changes were necessary to the EIR. The applicant's environmental consultant has prepared a response letter to support this conclusion which is included in this report package as Attachment 7. Another late comment letter was received after the Planning Commission hearing, dated May 14, 2015, by California Department of Transportation. The letter did not express opposition to the project and requested that the project contributes its fair share to TUMF, DIF and RBBD. This has already been addressed in the EIR.

As such, per the Planning Commission's recommendation, staff is recommending that the City Council certify the EIR, adopt the Statement of Overriding Consideration, and approve this project, as proposed by the applicant, including the attached conditions of approval and Mitigation Monitoring and Reporting Plan. The Planning Commission made the following amendments to the conditions of approval: 1) deletion of condition No. 28 requiring removal of building 2 to be consistent with the approval recommendation of the Commission; 2) deletion of Condition No. 39.e. regarding electrical interference as it is already noted in Condition No.39.e.1v; and 3) deletion of Condition No. 40 regarding the March Air Reserve Base as its already noted in Condition No. 39. These changes do not affect the contents of the EIR and do not require significant changes to the overall project.

BUDGET (or FISCAL) IMPACT: Cost for staff preparation of this item, cost of construction and payment of impact fees are covered by the applicant.

Prepared by: Kenneth Phung, Project Planner

City Attorney: N/A
Assistant City Manager: Ron Carr

Public Hearing: June 9, 2015

Attachments:

Attachment 1 Applicant proposed Site Plans and Elevations & Alternative 2 Site Plan
Attachment 2 City Council Resolution Certifying the EIR (Mitigation Monitoring & Reporting Program and Statement of Facts and Findings and Statement of Overriding Consideration see Attachment 8)
Attachment 3 City Council Resolution Approving the DPR, TPMs and Street Vacation (includes Planning, Engineering & Public Works Conditions of Approval)
Attachment 4 City Council Ordinance for SPA (SPA Landuse Amendment & SPA Circulation Amendment Exhibits)
Attachment 5 Letter from Department of Transportation dated May 14, 2015
Attachment 6 Letter from Johnson & Sedlack Attorney at Law dated May 6, 2015
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RESOLUTION No. ___ (next in order)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE #2012111003) PREPARED FOR THE OPTIMUS LOGISTICS CENTER I PROJECT, A WAREHOUSE DEVELOPMENT PROJECT TOTALING 1,455,781 SQUARE FEET, BASED UPON THE STATEMENT OF FACTS AND FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the Optimus Logistics Center I ("Project") proposes to construct two warehouse buildings, totaling 1,455,781 square feet with associated parking and other site improvements, and on and off-site infrastructure improvements on 68.99 acres located north of Ramona Expressway between the I-215 Freeway and Ramona Expressway; and

WHEREAS, during the course of review of the project it was deemed an Environmental Impact Report (EIR/State Clearinghouse #2012111003) was required to assess environmental impacts associated with the project; and

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, two scoping meetings were previously conducted for the proposed project on December 5, 2012 and July 17, 2013 by the Planning Commission to hear from both public agencies and the public on the potential environmental impacts, site planning and building architecture; and

WHEREAS, between November 26, 2014 and January 12, 2015, the Draft Environmental Impact Report (Draft EIR) was made available for public review and comment during a state-mandated 45-day public review period; and

WHEREAS, on April 24, 2015, the Final EIR was distributed to those agencies and persons that commented in writing on the Draft EIR; and

WHEREAS, on May 6, 2015, the Planning Commission conducted a duly noticed public hearing on the project and at the meeting recommended certification of the EIR by a 4-2 vote (one vote unavailable due to vacated position) to the City Council after considering public testimony and materials in the staff report and accompanying documents for the Statement of

ATTACHMENT 2
WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, City Council of the City of Perris hereby ordains as follows:

Section 1. The above recitals are all true and correct and are incorporated herein as if set forth in full.

Section 2. City Council Resolution No. __ found that all the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and the City’s Local CEQA Guidelines have been satisfied in the EIR, which is sufficiently detailed so that all of the significant environmental effects of the Project have been adequately evaluated, and certified the EIR.

Section 4. The City Council further finds, based upon the information contained within the staff report and accompanying attachments, as well as all oral and written testimony made at the public hearing, with respect to the Optimus Logistics Center I, the following regarding Specific Plan Amendment 12-10-0006:

(a) The proposed Specific Plan Amendment will not result in a significant adverse effect on the environment and will not affect public health, safety, and welfare as the loss of Patterson Avenue connection to Ramona Expressway will be insignificant due to the relatively low volume of existing traffic volumes with alternative roadways to travel north and south along Webster Avenue and Indian Avenue.

(b) The Specific Plan Amendment is consistent with and will contribute to achieving the goals and objectives established by the General Plan and Perris Valley Commerce Center Specific Plan to provide a diversity of commercial and industrial development that create jobs that will benefit the residents of Perris.

(c) The Specific Plan Amendment provides a logical extension of an existing land use pattern as the approximately 68.99 acres change from Commercial (C) and Business Professional Office (BPO) to Light Industrial (LI) is consistent with the adjacent Light Industrial landuse to the south of the property. Also, the building architecture has a business park feel to mimic what could be developed in a C or BPO zone to further provide a land use transition for the residential properties on the east of Webster Avenue. In addition, no truck access will be permitted along Webster Avenue to mitigate noise and traffic impacts associated with a warehouse development.

Section 4. The City Council hereby approves Specific Plan Amendment 12-10-0006 to 1) amending the land use designation of 49.14 acres from Commercial to Light Industrial and another 19.85 acres from Business Professional Office to Light Industrial; 2) eliminating improved Patterson Avenue from unimproved Perry Street to Ramona Expressway from the Circulation Plan of the Specific Plan; and 3) eliminating unimproved Perry Street

01006.0005/24680.1
within the project site from the Circulation Plan of the Perris Valley Commerce Center (PVCC) Specific Plan.

**Section 5.** The City Council declares that should any provision, section, paragraph, sentence, or word of this Ordinance 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 Ordinance shall remain in full force and effect.

**Section 6.** The Mayor shall sign this Ordinance and the City Clerk shall certify to the adoption of this Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in this regard, and this Ordinance shall take effect thirty days after its final passage.

**ADOPTED, SIGNED and APPROVED this ___ day of ___, 2015.**

______________________________
Mayor, Daryl R. Busch

**ATTEST:**

______________________________
City Clerk, Nancy Salazar
Optimus Logistics Center

Entire View of Building 2 South Elevation - Ramona Expressway

East Elevation - Webster Avenue

Building 2 South Elevation - Ramona Expressway

West Elevation

Building 2 North Elevation
Optimus Logistics Center
Optimus Logistics Center
w/ Realignment of Patterson Ave
bid sl in same location as proposed site
EIR Alternative 3 (to slightly reduced

EXHIBIT H – Optimus Logistics Center
Remain with No Development

EXHIBIT F - Optimus Logistics Center

Alternate 1 (Existing Zoning to
P008-GR21
POLYESTER POLYURETHANE POWDER
GLOSS SMOOTH
GRAY
(626) 444-9274 • (626) 937-6767

T009-BL01
POLYESTER T0IC POWDER COATING
SEMI GLOSS SMOOTH
BLUE
(626) 444-9274 • (626) 937-6767
ISNS Type A housing
Panel Only

Perris Blvd
CITY OF PERRIS

Information
Customer: N/A
POI: N/A
SOF: N/A
Agency: Perris
Locaton: SG74220- Perris Blvd/4th Street
Pole: N/A
Project Mgr: Diane Hawkins

Specifications
Type: ISNS Type A, 6X18" Panel Only
Panel: Clear Acrylic 0.125" thick High Impact Modified Vinyl: 3M 1175 Blue on 3M 4690 Sheeting
Font: FHWA Series C, 8" UC & 6" LC
Borders: 1" Radius Border
Logo: 15.5" City of Perris Decal and 2" Lower Legend "CITY OF PERRIS"
Brackets: N/A

Created: 1/22/2012
Approved:
Date: 12-24-13

McCain
www.mccain-inc.com
Figure 5.0-9: Ramona Expressway Cross-Section

Figure 5.0-8: Ramona Expressway Regional Trail

Following section depicted as Figure 5.0-9, the line of the Ramona Expressway Regional Trail shall be located on the north side of the Ramona Expressway Regional Trail.
Figure 60-12 ENTRY MONUMENTATION FOR PEERLESS VALLEY COMMERCE CENTER

depicted in Figure 60-12. Requirements will be based on the higher classification. Actual monumentation should be a combination of sheet metal and concrete. If sheets of different classifications are used, the classification of the sheet(s) that will be exposed to the elements of the community will vary in size subject to the classification of interest.

The corners of the community (Figures 60-13 thru 60-20) are the improvements on the southerly and northerly corners respectively. Because they rol

The monumenting will be based on the higher classification. Actual monumentation should be a combination of sheet metal and concrete. If sheets of different classifications are used, the classification of the sheet(s) that will be exposed to the elements of the community will vary in size subject to the classification of interest.

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The corners of the community (Figures 60-13 thru 60-20) are the improvements on the southerly and northerly corners respectively. Because they roll in
The Expressway is a 10-foot right-of-way (Figure 6.03) that contains a 25-foot wide landscape.

The Expressway is located adjacent to a two-lane collector roadway with a concrete median strip providing a screen of the road to the east. Along the Expressway, a large, shaded median strip is provided with landscaping. The Expressway is designed to be a low-maintenance strip that accommodates the needs of the surrounding area.
Additional comments may follow based on submission of additional materials noted above.

5. Confirmation by the City Council completes the annexation process and the condition of approval has been met.

Resolution that confirms the annexation. Property owner attendance at the public hearing is not required.

4. The assessment notices are sent to the property owner and are opened by the City Clerk at the close of the public hearing. Within 45 days, property owner attendance at the City Council meeting is not required. City Council meeting will include reading the assessment notice and setting a public hearing for no sooner than 45 days. The reports are reviewed and approved by the property owner. The assessment ballots will be based on these.

2. The assessment notices reflect the assessment amount.

1. The Engineer's preliminary reports which include a description of the improvements to be maintained in

June 17, 2014
DPA 12-10-0005 SRC Comments Draft
Page 4
Prior to final map approval, the developer shall submit final civil engineering and traffic signal Plans to the City Engineer for review. Plans shall incorporate Special District design criteria including LED Safety Lighting, back-up battery systems, traffic delineation camera system, and cabinet lighting complete with decorative street name signage (see attached example).

6. The features of the Regional Trail located north of Ramona Expressway shall meet the design intent of the City of: a. Pedestrian Master Plan, and b. incorporate Pasta Line Web Master Plan. Signage and equipment features are required by the City Engineer.

7. Bus Stops required at Mesa Transit Route Locations shall meet the type, style, color and durability requirements attached herein.

8. Assessment District. Prior to final map approval, the developer shall annex into the following maintenance assessment district, posting an adequate maintenance performance bond to be held by the City as required by: a. Flood Control Maintenance District, b. Landscape Maintenance District, and c. Lighting District 84-1

Prior to final formal review, the developer shall deposit $2,250 per district, $6,750 total due. Payment is to be made to the City of: a. Permits, and the check delivered to the City Engineer's Office. Original notarized document(s) to be sent to: a. Consent and Waiver for Maintenance District No. 84-1, b. Consent and Waiver for Landscape Maintenance District No. 1, c. Consent and Waiver for lighting District No. 1

Upon receipt of deposit and Consent and Waiver Forms, the developer shall work with City to meet the following milestones for annexation as follows:
1. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans prior to approval by the county:
  - Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.
  - A preliminary evaluation of potential PMWD plans, prior to approval by the county.
  - Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

2. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

3. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

4. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

5. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

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7. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

8. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.

9. **Controlled Recharge**: Island and terrestrial control of recharge procedures, the PMWD, shall include:

- A preliminary evaluation of potential PMWD plans, prior to approval by the county.
- Determination of potential recharge areas, defined by county and other jurisdictional agencies, that are to be analyzed.
MEMORANDUM
PUBLIC WORKS DEPARTMENT
CITY OF PERRIS

Subject: DFR 12-10-2009 - SPRC

From: Kenneth Phinung, Project Planner
To: Michael Morales, CIP Manager
Date: June 17, 2014

The proposal submitted by the applicant, Michael Morales, for the construction of a new 215 Freeway and Weber Avenue Commercial Center (PVCC) Special Plan, North of Ramona Expressway between the 1-15 Freeway and Weber Avenue, is hereby approved. The proposal is consistent with the City's General Plan and zoning regulations. The applicant is required to submit a new development plan prior to final approval.

For the City

Michael Morales
CIP Manager

Ramona Expressway
Special Plan
City of Perris

Memorandum: Approval of Construction Proposal
Commercial project:

- Patterson shall be deferred until development of the commercial project.
- Construction of ramp signal at Ramona Expressway and
  c. Construction of traffic signal at Patterson fresway and
  b. Comply with condition 56a - as stated above and as
  above.

Knoll Boulevard shall be improved as noted in condition 26a.

Patterson Avenue from the northerly property line to Harvey
around and one driveway to access the proposed site.

Patterson Avenue may be terminated at northerly project

City Engineer
Hadi Mobasher
as follows:

26. Specified Conditions for Proposed Project:

and P.O. Traffic Report

Specified above and as modified pursuant per Exhibits 66a

4. Orbital Improvements pursuant to Conditions 26a-e as

27. Specified Conditions for Alternative 3

Exhibit 66a.

Avenue with Ramona Expressway pursuant to Traffic Report

Henry Knox Boulevard with Western Way and Palmerton

Traffic Signal and other Improvements at Intersection of

b. Pursuant to Exhibit 66a of the Traffic report.

c. The Improvements at 1.215 and Henry Knox Boulevard shall

Additional Improvements at Intersection of Webster with

new pavement.

The City Engineer may consider 2" grind/overlay in lieu of

the existing pavement is inadequate at the start of this project.

Street shall be improved with minimum of 30' new paving. All

Webster Avenue from this intersection north to Marquam

painting within 47' half-width dedicated right-of-way.

c. Webster Avenue from Ramona Expressway north to project

Improvements to Ramona Expressway (condition 26b) may

Exhibit 66a of Traffic Report

Intersection of Webster Avenue and Patterson (Nevada) per

Additional improvements at

with dedicated right-of-way. Additional improvements at

landscape/landscaping median within minimum of 92' half-

northbound on ramp/shoulder 14'1" wide and one dedicated right turn lane 14'1" wide.

b. North side shall be widened to provide for 3

Ramona Expressway from Webster Avenue to intersection.
Karuma Expressway per Exhibit G-9 including a right-of-way shall be required with marker to 42 new pavement. Access improvements at intersection of 42 new pavement. Access shall be improved with minimum of 42 new pavement.

26. Special Conditions for Alternative 2 (City Preferred)

Access to Patterson and Webster shall be included along with curb and gutter located 28' from centerline within 78' deeded property line. The right-of-way shall be improved with minimum of 42 new pavement. Access shall be improved with minimum of 42 new pavement.

25. All improvements within Caltrans right-of-way require permit.

24. Recodification subject to utility clearance.

23. Recodification and renumberation will be required. Recodification and renumberation will be required. The record of parcel map is for recording purposes only and no improvements other than rights-of-way and recorded. The record of parcel map shall be updated to those shown on various alternates. Access to Karuma Expressway shall be included along Patterson.

22. Prior to issue of any permit, the parcel map shall be red. Each parcel map shall be included along Webster and Karuma Expressway as determined by the City Engineer and RTA.

21. RTA stops and shelters shall be installed along Patterson.

20. New traffic signals shall be installed at intersection of Harvy

Other improvements in the vicinity of applicability project.

20. Other improvements in the vicinity of applicability project.

19. Other improvements in the vicinity of applicability project.

18. Other improvements in the vicinity of applicability project.

17. Other improvements in the vicinity of applicability project.

16. Other improvements in the vicinity of applicability project.

15. Other improvements in the vicinity of applicability project.

14. Other improvements in the vicinity of applicability project.

13. Other improvements in the vicinity of applicability project.

12. Other improvements in the vicinity of applicability project.

11. Other improvements in the vicinity of applicability project.

10. Other improvements in the vicinity of applicability project.

9. Other improvements in the vicinity of applicability project.

8. Other improvements in the vicinity of applicability project.

7. Other improvements in the vicinity of applicability project.

6. Other improvements in the vicinity of applicability project.

5. Other improvements in the vicinity of applicability project.

4. Other improvements in the vicinity of applicability project.

3. Other improvements in the vicinity of applicability project.

2. Other improvements in the vicinity of applicability project.

1. Other improvements in the vicinity of applicability project.
Revenue or credit applicant from any source of City funds.

Knowing that the蓉ordinance, the蓉ordinance has no application to
acknowledged that the蓉ordinance is already part of the RBD.
Aplicant, Applicant Agreement, Application, Applicant Agreement,
will find that courts of such a district or other assessment district that
community facilities district or other assessment district that
applicants for or establishment of a RBD.
Applicant Agreement or some similar agreement between
construction of all the streets and that lead to improvements.
Applicant Agreement to ensure that Applicant executes to the best extent
Applicant Agreement of costs. (1) Applicant and City shall cooperate

19.

With respect to condemnation, the
intervening interest shall be deemed a right-of-way or condemnation
exercise of the power of eminent domain provided, however, that
direction whether to acquire the right-of-way by condemnation the necessary amount to determine in the
landlord owners after a 30 day period, then City shall
right-of-way acquisition with any right-of-way acquisition with
unsuccessful in negotiating any right-of-way acquisition with
right-of-way acquisition. All right-of-way property area

18.

Right-of-Way Acquisition. All right-of-way property area

17.

Traffic index of 10 shall be used for Pearson and 9.0 for
Webster, and 11.0 for Ramona Expressway and Hardy Knox.

16.

Boilwater shall be required.

Improvements such as concrete channel excavation to Pemi
in accordance with Pemi 39010 is increased, additional
improvements on the Ramona Expressway as proposed by Pemi 39010. If Ramona Expressway
conditioned on the Ramona Expressway. The

Pemi 39010, in accordance with Pemi 39010, the

City of Pemi, improvements shall be reviewed and approved by RCD and
and required per RCD Letter and those stated in these

August 8, 2014. All improvements as indicated in the report
prepared by HLC Civil Engineering and RCD Letter dated

Reference is made to drainage report dated March 12, 2014

other improvements. This one time contribution is above and
15. Prior to issuance of occupancy permit, the applicant shall pay the City $200,000 for their contribution towards the City's 215/Ramona Expressway, Placentia/1-215 interchange, and implementation of Interim and Ultimate Improvements to 1-215. This project shall join the City of Placentia to the Regional Transportation Facilities. The initial and the ongoing impact to the transportation facilities and the adjacent communities. For this reason, the following transportation improvements within the City of Placentia and the adjacent communities will significantly impact the development.

14. The applicant shall be required to eliminate nuisance runoff from the facility.

13. All onsite drainage runoff shall be collected via onsite detention basins at intersections of Ramona Avenue with Ramona Expressway and Webster Road and at the mouth of the storm drain collector to the site along all streets including underground collector and connects to onsite basins (and other existing systems) and carries stormwater to the adjacent drainage systems.

12. Eliminate all existing and new intersections and driveways to the City as part of the grading plans. Each basins shall be designed to drain readily to water control basin and shall be approved and submitted to the County of Riverside and the city of Placentia. The storm drainage system shall be in compliance with the City's stormwater discharge permits, and the applicant shall be responsible for the implementation of the same.

11. All grading and drainage improvements shall comply with the Department of Water and Power and the County of Riverside standards and coordinated with approved plans for adjacent developments.

10. All pads shall be graded to be a minimum of 1 above 100-year development.

9. Final WMP
8. Streetlight Plan
7. Delineation Plans, Hydraulic and Hydrologic Reports
6. Water and Sewer Plans
5. RIVERVILLE Comprehensive Plan
4. REDEVELOPMENT PLAN
3. Delineation Plans, Hydrology and Hydraulic Reports
2. RIVERVILLE Comprehensive Plan
1. Ramona Expressway, Placentia/1-215 intersection, and implementation of Interim and Ultimate Improvements to 1-215.
The applicant shall submit to City Engineer the following:

1. The project is located within EWMW's service area. The applicant shall install water and sewer facilities as required by EWMW standards.

2. Standard pole bases shall be installed along Owens Avenue Expressway.

3. The incremental increase in snorkel between developed and undeveloped area (100-year) and the nuisance snorkel shall be shown on the final map. The applicant shall accept the

4. Street improvements shall be provided subject to established standards.

5. Prior to issuance of any permit, the developer shall submit the

6. Existing power poles with cables up to 69 KV shall be relocated as necessary.

7. Streetlights shall be installed along Owens Avenue Expressway.

8. This project is located within EWMW's service area. The applicant shall install water and sewer facilities as required by EWMW standards.

9. The applicant shall submit to City Engineer the following:
obtained from affected property owners or if within this site.
adjacent property owners, drainage easements shall be
construction of increased in turn, must have approval of
customers. Drainage easements, any deviation from this,
completed drainage patterns shall be in a manner of the

2. The project's grading shall be in accordance with the plan

issuance of a permit. Fees are subject to change and shall be in
issuance of a permit. Drainage fees shall be paid in the City of Perths prior to
drainage fees may be paid to the City of Perris prior to

3. This project is located within the limits of the Perths Valley area

General Conditions (All Applicants)

In the opinion of City staff required, Planning Department and RDC, and the land use report the most stringent
conditions shall be required to the City Engineer's office.

Any conditions begins as conditions shall be installed prior to issuance of
Office of Improvement & Subdivision shall be written on the
conditions are written to be comprehensive and to describe the conditions for
require the map to be submitted for further consideration. These

April 15, 2015

SP-1226

Conditions of Approval

HABIS HOTAGHAH, CITY ENGINEER
Certificate of Occupancy or applicable.

Declarations, and Coordinating, Office prior to approval of the Final Map or
all attachments, must be submitted to and approved by the Development Services
utility users and other users between the subject properties. The agreement, together with
provisions for customers' conveniences and conditions relative to applicable vehicle access,
provides for customers' conveniences and conditions relative to applicable vehicle access,
when the agreement, subject to the city's approval and executed to run through the land, which
recreational parking agreement is required. All owners shall give and be party to the
recreational parking agreement is required. All owners shall give and be party to the

4.7. Shared access and or Parking Agreement. A shared access driveway easement and
automatic irrigation installed and in good condition.

4.6. Occupancy Clearance. The applicant shall have all required paving, parking, screen

4.5. Final Inspection. The applicant shall obtain occupancy clearance from the Planning
Division and Engineering Department. The applicant shall obtain occupancy clearance from the Planning
Division and Engineering Department. The applicant shall obtain occupancy clearance from the Planning
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4.4. Bicycle Lanes, Applicable. Surfacing for Class II Bicycle Lanes shall be provided on

4.3. Applicable or the Planning Division and the City Engineer's Office.

4.2. Webber Avenue and Parsons Avenue according to the Travis County Master Plan subject to the

4.1. Prior to the issuance of Occupancy Permits:

1. prune the Protection Community Planning District;

2. North Pease Road and Bridge Benne District and

3. Maintenance District No. 84-1;

4. Parke Road Maintenance District No. 1;

5. Landscape Maintenance District No. 1;

The following:

1. the existence of a Certificate of Occupancy. This condition shall apply only to the

2. the developer shall complete all sections required to complete the

3. Certificate of Approval, applicable.

Conditions of Approval

Planning Commission 5-6-2015
DPR 12-10-2005, SPA 12-30-0006, SV 13-05-0018, TPLM 3512 & TPLM 36852
Page 9
43. Assessment and Community Feasibility District: The project shall be annexed into any
municipal services and/or public improvements that benefit the project. The costs and
benefits shall be described in the applicable district and annexation documents.

4.2. Prior to the issuance of the Certificate of Occupancy, the applicant shall pay:

- Appropriate Road and Bridge Benefit District Fees.
- Appropriate Transportation Uniform Mitigation Fees (TRUMF) in effect at the time of
  development and
- Appropriate City Development Impact Fees in effect at the time of
  the City's
- Prior to the issuance of the Certificate of Occupancy, the applicant shall pay:
  - Any outstanding fees and development processing fees owed to the City.

4.2. Prior to the issuance of the Certificate of Occupancy, the applicant shall pay:

- The developer shall pay the following fees according to the timeline noted:

4.1. Construction Plans: All Planning Division, Public Works, and District Department

Attention applicants shall file a P.A.A. form 740-5, Notice of Proposed Construction of
structures surrounding the MAPE. If so, the implementing development project
should not conflict with the 100-year floodplain. The Division shall determine whether any
implementing project-related vertical
for the project; the proposed applicant shall consult with the City of Parks Planning
Division, to determine what structural and/or design features are

4.0. Minimum of 45 days prior to submitting an application for a building permit,

- Any new rear side yard setbacks to be provided so as to provide for maximum
  the operation of existing and/or adjacent structures.
- Any use which would generate electrical interference that may be detrimental to
  and tenants.

- A Notice of Appeal in the Victorian shall be provided to all potential neighbors.
construction and demolition debris quickly. By any disposal and
one of more steps, recycling centers contain phosphatic wastes,
recovery. A composting operation, trench nutrient solution that are open on
building waste, sand, gravel, and other materials, wastewater management
storage, and crop or material. Material, wastewater management
and irrigation within the area (e.g., use include landscape
would prevent effluents or disposal of liquids or which may otherwise react
connected in a circularly flow toward a point of intake.
would be used in the form of materials. Following are a list of materials
would which would cause similar to be removed towards an internal
indications:

...
The project plan shall be submitted in accordance with the Planning Division's procedures for review and approval by the Planning Commission. The following requirements, contained in Chapter 19.10 of the Municipal Code, the location, number, and size of the parcels, and the number of parking spaces required shall be equal to or greater than the number of parking spaces identified in the plan. The plan shall be consistent with the City's comprehensive plan and the local and regional plan. The plan shall be submitted to the Planning Division for approval according to the procedures established by the Planning Commission. The plan shall be consistent with the City's comprehensive plan and the local and regional plan. The plan shall be submitted to the Planning Division for approval according to the procedures established by the Planning Commission. The plan shall be consistent with the City's comprehensive plan and the local and regional plan. The plan shall be submitted to the Planning Division for approval according to the procedures established by the Planning Commission.
Prior to the issuance of building permits:

- Any other required approval from an outside agency.
- Approval Authority: Consult the Permit Joint Powers Authority at 657-7000.
- The landowner shall convey an easement to the March Island Port
  Authority or a substitute map approved by the Port
- Approval from the Planning Division that all pertinent conditions of approval

34. Application. The Final Map Application shall be submitted to the Planning Division with

35. Final Map Submission. Prior to the issuance of the first building permit, the

36. Final Map Recordation. Prior to recordation of the Final Map, the developer shall obtain the

37. Final Water Quality Management Plan (FWQMP). The FWQMP shall be recorded in the

38. Public Notice. Any public notice of the Final Map shall be given.


40. Grading Plans. Grading plans shall be submitted with approved development plans.

Conditions of Approval

DP: 12-10-0005, SPA 12-10-0006, SV 13-05-0018, TPM 36512 & TPM 36522

Page 5
28. Revised Plans. A revised site plan and building elevations to eliminate Building 2 and

Prior to the issuance of Grading Permits:

Section 4. Following will be provided in accordance with the Mitigation Monitoring Program.

27. Green Building. The project shall be constructed to demonstrate that it can qualify for

26. Terraced Erosion. Steps to control are required to be specified with landscaping and a

25. Rainwater Harvesting. The developer shall use only the City-approved Waste

24. CHY-Approved Waste Reuse. The developer shall use only the City-approved Waste

23. Construction Procedures. To reduce potential factors, noise, and air quality impacts, he

22. Green Roof. Building B, F, and G shall incorporate a green roof system of approximately 5,000 square feet.

21. Green Building. The project shall be constructed to demonstrate that it can qualify for

20. Solar Panels. The project shall be designed to exceed current Title 24

19. Green Building. The project shall be constructed to demonstrate that it can qualify for

18. Functional and Structural Stability. The project shall be constructed to demonstrate that it can qualify for

17. Energy Efficient. The project shall be constructed to demonstrate that it can qualify for

16. Water Conserving. The project shall be constructed to demonstrate that it can qualify for

15. Green Roof. Building B, F, and G shall incorporate a green roof system of approximately 5,000 square feet.

14. Functional and Structural Stability. The project shall be constructed to demonstrate that it can qualify for

13. Energy Efficient. The project shall be constructed to demonstrate that it can qualify for

12. Water Conserving. The project shall be constructed to demonstrate that it can qualify for
Preliminary Water Quality Management Plan (WQMP) a preliminary WQMP was
prepared for the proposed project site. All WQMPs were determined to be in substantial
compliance with the Agricultural County WQMP Manual requirements.

The project approved does not include change. All project changes is
required and approved by the Planning Division prior to building permit issuance.

Any project proposal will not be permitted to be constructed until the application and
shall be reviewed and approved by the Planning Division prior to building permit issuance.

21. Permit

Permit, no project shall be approved, reviewed, or issued until the permits have been
reviewed and approved by the Planning Division prior to building permit issuance.

Code review, no project shall be approved, reviewed, or issued until the application and
shall be reviewed and approved by the Planning Division prior to building permit issuance.

20. Within three (3) days of City Council approval, the applicant shall

22. Public Right of Way

Right of Way, exterior downslopes are required for those

19. Roof Perimeter

Perimeter, all roof perimeters shall be finished with all roof materials to the

18. On-Site Utilizer, All Utilizers attached to buildings, including meters and

17. Property Maintenance

Maintenance, the project shall comply with the Parks, Recreation, and

16. Waste Handling and Disposal

Handling and Disposal, the project shall use only the City-approved waste

15. Southern California Edison (SCE), the developer and owner shall connect the Southern

14. Electric service will be provided underground.

Electrical service will be provided underground.

13. Utilities

Utilities, the City Engineer's

12. Street Curb, gutter, sidewalk, and

11. Street jab, gutter, sidewalk, and

10. Building, the building's

9. Entrance, the entrance of

8. Access to the project site

7. Access to the project site

6. Access to the project site

5. Access to the project site

4. Access to the project site

3. Access to the project site

2. Access to the project site

1. Access to the project site

0. Access to the project site

Conditions of Approval

Planning Commission 5-6-21

22

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CONSTRUCTIONS OF APPROVAL

PLANNING DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES
CITY OF PERBIS

EXHIBIT A

5. Expansion of Use: No expansion of the site or the use shall occur without subsequent
Department and the City Engineer.

4. Stipulating. Any project plan shall be reviewed and approved by the Development Services
annual the inspection of maintenance of a City Business License.
shall provide a copy of these conditions and inform the buyer or lessee of these conditions of approval. The applicant
shall be informed of their obligation to comply with these conditions of approval. The applicant

3. Future Obligation of Buyers and Lessees. All future buyers and lessees shall be
standards of the permit Valley Commerce Center Specific Plan (PVCCSP).
Specific Plan Compliance. The project shall conform to the General Indusrial (LI) zone

2. Interrelated Uses.

1. WMRP shall be implemented in accordance with the timeline, reporting and monitoring
Program (WMRP) of the certified Environmental Impact Report (ECI 21011001),
only comply with all provisions of the approved Mitigation Monitoring Program. The project shall

GENERAL CONDITIONS:

B. Where any unimproved or Improved Parcel in any existing use.

Avenue less than 1,800 square feet, for the purposes of Environmental Expresway" on the side of the

56521 and 56524 to allow the industrial development to sit on the new parcels and street
215, Foothill Parkway. The project also includes a Development Plan Review 12-10-2000, Urban Plaza
are less than 1,800 square feet, for the purposes of Environmental Expresway" on the side of the

3600 to 4500 square feet, for the purposes of Environmental Expresway" on the side of the

600 to 1,800 square feet, for the purposes of Environmental Expresway" on the side of the

100 to 600 square feet, for the purposes of Environmental Expresway" on the side of the

15 to 100 square feet, for the purposes of Environmental Expresway" on the side of the

Planning Commission: May 6, 2015
Termitic Parcel Map 36527 (13-05-0016)
Termitic Parcel Map 36521 (13-05-0017)
S Teresa Avenue 13-05-0018
Specific Plan Amendment 12-10-2006
Development Plan Review 12-10-2000
Environmental Impact Report (ECI 21011001)
Exhibits:

- Exhibit 1 - Resolution 15-10 (Includes Statement of Facts and Findings
- Exhibit K - Resolution Amending and Revising Plan
- Exhibit J - Application Proposed Plan and Elevations
- Exhibit L - EIR Addendum 1
- Exhibit H - EIR Addendum 2
- Exhibit G - EIR Addendum 3 (Supporting Documents in File)
- Exhibit F - EIR Addendum 4
- Exhibit E - Proposed Completion Plan
- Exhibit D - Specific Plan Land Use Map - Exhibit G - Application Proposed and Start
- Exhibit C - Specific Plan Land Use Map - Exhibit B - Exhibit A - Conditions of Approval (Planning, Engineering and Public Works)

RECOMMENDATION:

The conditions of approval (11-05-016) to authorize the construction of a 958,770 square foot industrial building subject to:

- Resolution 13-05-015 and two Territorial Plans, Map No. 3652 (11-05-017) and Map 3652 (13-05-016), Specific Plan Amendment 12-10-0005, Specific Plan Amendment 12-10-0006, Streets. (SCH # 21211100), Approving Alternative 2 (Adopt a Statement of Overriding Considerations); and

Adopt Resolution No. 15-10 Recommending to the City Council the Certification of the EIR.
LAND USE COMMISSION

The applicant agrees to allow the conditions to be consistent with their plan and make a consistent determination.

AIRPORT LAND USE COMMISSION

During Site’s Review it was determined that the project site is within Airport Influence Area.

A Mitigation Monitoring and Reporting Plan

Development Services public counters, and on the City’s website.

The applicant agrees to allow the conditions to be consistent with their plan and make a consistent determination.

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from the following agencies and organizations:

During the DEIR Review Period, twelve (12) comment letters were received during review period.

Comment Letters

Consideration

will have the same environmental impacts and will require adoption of a Statement of Overiding Consideration.

The comments identified the alternative of the project's proposal, both development, the DEIR has identified the alternative 2 of the applicant's proposal, both of development applies to the City's existing commercial zone and utilizes an existing application for permits. As such, staff recommended that the City's existing commercial zone be recommended in the project's proposal for permits. An application submitted a March, Feasibility Study that concludes that a regional shopping center would not be warranted at the location in the short medium or long term due to the limited customer interest at the location in the short medium or long term due to the region's existing commercial zone.

Applicant's Response

The applicant submitted a March, Feasibility Study that concludes that a regional shopping center would not be warranted at the location in the short medium or long term due to the limited customer interest at the location in the short medium or long term due to the region's existing commercial zone.

Alternatives Considered

acceptable in view of the overriding considerations:

Overall Considerations

The project's proposal is consistent with the area's existing commercial zone and utilizes an existing application for permits. An application submitted a March, Feasibility Study that concludes that a regional shopping center would not be warranted at the location in the short medium or long term due to the limited customer interest at the location in the short medium or long term due to the region's existing commercial zone.

Optima Logistics Industrial I
ENVIROMENTAL IMPACT REPORT

In 2015, the EIR discussed the project's impacts associated with erosion, air quality, and scenic views. An Environmental Impact Report was prepared and available for public review and comment.

The two feasible parcels map applications are to consolidate multiple parcels and allow the two

TENTATIVE PARCEL MAP 36317 & 36369

The project shall improve the pedestrian network and provide bike parking accommodations.

The project shall incorporate a water conservation strategy of 20 percent or higher.

All buildings shall be designed to exceed current LEED Building standards.

The project shall be constructed to demonstrate that it can qualify for Bronze LEED building.

GREEN BUILDING DESIGN

Academic "green" design features by staff prior to final design. The future will be required to submit a request for design and development of

The project shall be reviewed to include water and energy conservation features, etc.

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An Ad Hoc Committee meeting was conducted on August 14, 2015, with the applicant, staff and members of the Planning Commission. The Committee considered the project and its impacts, including the addition of a connection to the Dynamite Avenue Expressway and the creation of a new pedestrian walkway.

Improvements to the 1-125/Ramona Expressway, including construction of an interchange and other improvements, have been proposed to address the lack of an interchange on the north end of Ramona Expressway. The project is estimated to cost $20 million and is expected to take approximately one year to complete.

The applicant, staff, and members of the Planning Commission expressed concerns about the potential impacts of the project on the area. The Committee recommended that the project be further reviewed and analyzed before approval.

At the conclusion of the meeting, the Planning Commission approved the project with conditions, including the requirement for an environmental impact report and further analysis of the potential impacts on the area.
Access and Circulation

Approximately 5,000 square feet for Building 1 and 7,500 square feet for Building 2.

The building entryway will provide both vehicular and truck access for Building 2. A flat truck parking area will be provided for Building 2. The building entrance will be located off Patterson Avenue and will be accessible via a private driveway through Paterson Avenue. The proposed warehouse buildings will be accessed via a common paved driveway, providing access to each other on separate parcels, but will

Employee Amenity Area

Screen visibility into the loading area.

Excavation and Screening

Landscaping will be provided as required by the Code. A minimum 30-foot width as required by the Municipal Code, as well as

Landscaping

The Code requires landscaping to be provided at a minimum ratio of 10% to the curb line. The project is in compliance with handicapped parking requirements.
The required handicapped spaces are five (5) spaces for total parking spaces between 101 to 150.

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<th>Spaces Required</th>
<th>110 spaces</th>
<th>220 spaces</th>
<th>330 spaces</th>
<th>440 spaces</th>
<th>550 spaces</th>
<th>660 spaces</th>
<th>TOTAL</th>
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<td>10 spaces</td>
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<td>Building 2</td>
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Parking Requirements:

With the exception of the City's requirement as shown in the table below, the project proposes 200 parking spaces for Building 1 and 110 parking spaces for Building 2.

Parking

Residential use, which the site does not. Therefore, the project meets all setback requirements.

Wester Avenue, no rear and side yard setbacks are required if the building adheres to none.

190 feet from the property line to the building frontage, 20 feet, and 12 feet respectively. The proposed site plan depicts minimum.

The minimum required setback for Webster Avenue (Secondary Arterial) and National Avenue (Collector Street) are 20 feet and 15 feet respectively. The proposed site plan depicts

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<tr>
<th>YES</th>
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<tr>
<td>YES</td>
<td>N/A</td>
<td>Rear Setback (Collector) 15' feet or more</td>
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<tr>
<td>YES</td>
<td>10' feet</td>
<td>Rear Setback (Arterial) 20' feet or more</td>
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<tr>
<td>YES</td>
<td>50' feet</td>
<td>Street Parking Width 36-40' feet</td>
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<tr>
<td>YES</td>
<td>0.75 FAR</td>
<td>Building Size 48% of max 80 FAR</td>
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<tr>
<td>YES</td>
<td>0%</td>
<td>L.O.C. Covered (Compliance) 50% Covered (Development Standards) Provided</td>
</tr>
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</table>

Table 1: PCCP Development Standards (IL)
The conditions of approval and EIR have been prepared to allow approval of all the City's specific plan designation for the project site is parts Valley Commerce Center (PCC). Specific Plan and General Plan Consistency

ANALYSIS

Short Report

Optima Logistics Industrial 1

May 6, 2015
approved by the Riverside County Transportation Commission on April 8, 2013.

Table of Contents

1. Project Background

2. Effects on the Environment

3. Proposed Application of a Portion of Palmerton Avenue and Improvement of the Street Right-of-Way

Due to commercialization from the Riverside County Transportation Commission, the Planning and Building Department is required to develop and submit an Environmental Impact Report (EIR) for the project. The EIR will be conducted in accordance with the planning commission's review process, which includes public participation and evaluation of potential environmental impacts.

The project is located at the intersection of Palmerton Avenue and the I-215 Freeway. The project will provide for an improved street and parking lot, including the addition of a commercial building. The plan includes the construction of a new commercial building on the existing site of the project.

The project will also include the improvement of Palmerton Avenue, which will involve the realignment of the street and the addition of new parking lots. The project will be conducted in accordance with the planning commission's review process, which includes public participation and evaluation of potential environmental impacts.

The project will be designed to be set back approximately 200 feet north of Palmerton Avenue, and will be aligned with the existing street right-of-way. The project will also include the improvement of the street right-of-way, which will involve the realignment of the street and the addition of new parking lots.

Finally, a street right-of-way is proposed along Palmerton Avenue to provide access to the project site. The street right-of-way will be located adjacent to the project site, and will be designed to be set back approximately 200 feet north of Palmerton Avenue.
Expressway from the circulation Plan of the Specific Plan and
Industrial (I) and another 19.85 acres from Business Professional Office (BPO) to Light
(1) To amend the land use designation of 66.9 acres from Commercial (C) to Light
Industrial (I);

(2) To eliminate Improved Partition Avenue from unimproved Perty Sheet to Rama

The Specific Plan Amendments include the following:

The Specific Plan Amendment is to allow the two industrial buildings to sit on their own parcels, and
parcel Map applications to allow the two industrial buildings to sit on their own parcels, and

Review applications to facilitate the approved new high-rise warehouse development. The Development
project that are considered potentially significant and unavoidable. The Development
Plan Review (DPR) and Business Professional Office (BPO) to Light Industrial (I) to construct two

The project consists of several applications: an Environmental Impact Report (EIR),

PROJECT DESCRIPTION:

West: Industrial equipment sales, vacant land
East: Single-family homes and commercial
South: Vacant land
North: Vacant land

Surrounding Land Uses:

West: Industrial equipment sales, vacant land
East: Vacant land
South: Commercial
North: Vacant land

Surrounding Zones:

West: Industrial (I)
East: Residential and Commercial
South: Commercial
North: Light Industrial and Business Park

Parks Valley Commerce Center Specific Plan

Commercial (66.99 acres); Business Park (19.85)

ZONING AND LAND USE:

Preliminary Review Case No. 12-03-0007

No. 201211003

Start Report: Optimus Logistics Industrial I

Page 2 of 11
May 6, 2015
Environmental Impact Report: Site Clinehouse

Mark Neggers

Applicant:

Ramona Expressway

Accuracy:

2.00 acres

Assessor's Parcel Numbers:

8.84 acres

and Webster Avenue.

Location:

North of Ramona Expressway between Interstate 215

Street to Ramona Expressway

Improved patterned drainage along unimproved Perry

Channel to unimproved streets within the site and

its own parcel and Street Reception 01-00-007

36432 to allow the industrial development to sit on

12-01-0005, Termination Parcel Maps 35212

12-1-0005, Termination Plan Review.

The project also includes Development Plan Review

Ramona Expressway on-ramp at the I-15 Freeway.

Adjacent commercial development having Ramona

Expressway, 6.5 acres southeast for the future

Commercial building and unlike Ramona Expressway

approximately 68.99 acres from Commercial Center

An industrial (1D) to consist of two, high-rise

and Business Professional Office (BPO) to light

approximate 0.10 acres.

Proposed to amend the land use designation of

Kenneth Phung

Project Planner:

May 6, 2015

STAFF REPORT

PLANNING DIVISION

DEVELOPMENT SERVICES DEPARTMENT

CITY OF PERUS
The applicant has been working with SFR and the Planning Commission AHO to address the属地概念。Changes to the AHO includes the elimination of the LEED building standards for buildings in the project area.

The application is for a neighborhood-scale retail development versus a smaller scale hotel and retail development as envisioned by the City Council. The project would be located on a flooded area of Lehigh Industrial Buildings, in the 2.15 Flood Emergency for the flood project, which is one of the state's flood projects. The flood area is part of the Watershed 2 project on 2.15 Flood Emergency for the flood project. The flood area includes a development site within the Watershed 2 project.
ATTACHMENT 7

...discusses the factual conclusions of the 7th report. The conclusion is that the building is not suitable for the proposed use. If the action is approved, the building can be used for other purposes. The conclusion is that the building is not suitable for the proposed use. If the action is approved, the building can be used for other purposes...
Certificate of Occupancy as applicable.

47.
Shared access and/or Parking agreement shall be approved. A shared access, drainage easement and

46.
Occupancy Clearance. The applicant shall have all required parking, pedestrian, screen

walls, colors and materials (per approved elevation plans), site lighting, landscaping and

45.
Final Inspection. The applicant shall obtain occupancy clearance from the Planning

Division and the City Engineer's office.

44.
Bicycle Lanes. Appropriate stripping for Class II Bicycle Lanes shall be provided on

Prior to the issuance of occupancy permits:


1. North Point Road and Bridge Benevolent District.

1. Maintenance District No. 84-1.

1. Food Center Maintenance District No. 2.

1. Landscaping District, Maintenance District No. 1:
43. Assessment and Community Facilities Districts. The project shall be annexed into any
maintenance, service, or public improvements that benefit the project. The costs and
assessment, community facilities, or similar district that provides funding for
establishment of the District. The project shall be included into any

Prior to issuance of the Certificate of Occupancy, the applicable shelf life:

P.シークデザインのロケーション
Q.なんか
R.・・・

42. Fees. The developer shall pay the following fees according to the timeline noted:

and detail numbers.

within the project, there shall be an implementation plan for aesthetic reference (e.g., street
improvements, public art, landscaping, etc.). A similar plan shall be included in this document

41. Construction Plans. All Planning Division, Public Works/Special District, Department

40. A Reserve Base as required by the Rules and Regulations of the City of San Diego

Attention

Application shall be made on a PPA Form 4601 Notice of Proposed Construction of
surrounding the project. If so, the implementing development project
initiation of construction equipment would impact the 100-1-1. Implement
Division is determining whether any implementation phase-related project

For the purpose of this project, the project applicant shall consult with the City of

An implementation plan for following the completion of the project permit

The operation of the buffer zone shall be designed as to provide for a maximum of

Any new section that would generate significant interference shall be determined to

Construction and demolition debris shall be disposed of in

City Council 6-9-2015

Page 8

DPR 12-10-2003, SPA 12-10-2006, SV 13-05-0018, TPM 36512 & TPM 36852
the following measures shall be implemented to address the project's location

39. within airport influence area II:

39.1. which air reserve base as required by the pointy valley commerce center specific

39.2. plans, the following measures shall be implemented to address the project's location

39.3. An initial plan shall be provided in all apprised for and protection areas for safety and security.

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40. a decorative screen wall, decorative screen walls along the 125 freeway,
Screen Walls and Renovation, Decorative screen walls shall screen views into adjacent courtyards.

The project plan shall be submitted to the Planning Division, City Planning and Building Inspection, for approval. The project plan shall be submitted to the Planning Division, City Planning and Building Inspection, for approval.

Condition of Approval:

City Planning and Building Inspection
19-01-0003, SpA-010, 8PM-9512 & 7PM-9852

Condition of Approval

City Planning Division and Building Inspection Division
The plan shall be submitted to the Planning Division, City Planning and Building Inspection, for approval.

Condition of Compliance and Acceptance:

The project plan shall be submitted to the Planning Division, City Planning and Building Inspection, for approval. The project plan shall be submitted to the Planning Division, City Planning and Building Inspection, for approval.

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33. Prior to the issuance of Building Permits:

a. Verification from the Planning Division that all permit conditions of approval have been met, as mandated by the City Planning Code. The Final Map application shall be submitted to the Planning Division with a Verification from the Planning Division prior to recognition of the Final Map by the developer shall oblige the developer to submit a Final Map.

b. Appropriate easements and street dedications.

The City Engineer, the Final Map application shall include all necessary road dedications, easements, and street dedications.


The FWQMP shall be developed in coordination with the Master Plan. The FWQMP shall specifically identify the PWCMP and other best management practices (BMPs) that will be used on site to control, treat, and manage pollutants, and other Best Management Practices (BMPs) that will be used on site to control, treat, and manage pollutants. The FWQMP shall contain measures that will effectively meet all requirements of concern, and hydrologic condition of concern, consistent with the Master Plan. The FWQMP shall specifically identify the PWCMP and other best management practices (BMPs) that will be used on site to control, treat, and manage pollutants.

31. Construction Staging Areas. Prior to the issuance of Building Permits, the proposed construction staging areas shall be submitted for approval to the City, and approved a PWQMP. The PWQMP identifies the mitigation measures to reduce the effects of the project, and increased erosion/sedimentation resulting from the long-term operation of the project.
PRIORITY TO THE ISSUANCE OF GRADING PERMITS:

Section 4.2a. Prior to issuance of permits, the developer shall provide the following:

a. Stormwater management and monitoring plan
b. Wetland and upland mitigation plans

c. Documentation of compliance with local, state, and federal regulations

27. Green Building

The project shall be constructed to demonstrate that it can qualify for a section 4.2a. Prior to issuance of permits, the developer shall provide the following:

The developer shall provide the following:

a. Compliance with the California Environmental Quality Act (CEQA)
b. Hazardous materials management plan
c. Construction management plan

d. The following two conditions apply:

1. The project shall be submitted to all jurisdictions for review and approval.
2. The project shall be subject to all provisions of City or Federal regulations.

Conditions of Approval:

City Council Meeting Date: [Date]

City Council District: [District]

City Council Member: [Member]

 DPR 1Z10-0000, SPA 1ZO0006, SV 1Z3-05-0018, TFM 36512 & TFM 36823

Page 4
22. Preliminary Water Quality Management Plan (WQMP), a Preliminary WQMP was prepared for the proposed project site. All PFWAPs were determined to be in substantial agreement, and a Final WQMP was approved by the Planning Division prior to building permit issuance.

4. The project approved does not include those All monument signs are required for these developments. All year signs and similar devices shall be painted to match the building.

19. Roof Parapets. The height of the roof parapet shall be limited to 2 feet.

18. On-Site Off-Site Utilities. All utilities installed in buildings, including meters and utility boxes, shall be located on the rear of the building.

17. The project shall comply with the Planning Division, the City's Planning Code and the City's Building Code.

16. Waste Handling and Disposal. The project shall use only the City-approved waste hauler and shall have a waste handling plan approved by the City and be submitted to the Planning Division.

15. Southern California Edison ( SCE) The development shall comply with the Southern California Edison ( SCE) requirements.

14. Development Service will be paid in full under the terms of the agreement.

13. The project shall be submitted to the Planning Division for review and approval by the City.

12. The project shall be submitted to the City for review and approval by the City Planning Division.

11. The project shall be submitted to the City Planning Division for review and approval by the City Planning Commission.

10. The project shall be submitted to the City Planning Commission for review and approval by the City Planning Commission.

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2. The project shall be submitted to the City Planning Commission for review and approval by the City Planning Commission.

1. The project shall be submitted to the City Planning Commission for review and approval by the City Planning Commission.

0. The project shall be submitted to the City Planning Commission for review and approval by the City Planning Commission.
Approval dated June 17, 2014

Public Works Special District. The project shall be subject to the requirements of the
City Engineer, The project shall adhere to the requirements of the City Engineer as

accordance with the State of California Title 24, and Federal Americans with Disabilities
Act (ADA),

ADA Compliance. The project shall conform to all accessible requirements in

shown on the final set of construction plans.

Building Official/Fire Marshall. The project shall adhere to all requirements of the

Subsequent revisions (expansion of Termiticide Parcel Map approved.

Revised

Any subsequent expansion of the Development Plan on the Final set of the Planning Division at least thirty (30) days prior to the initial (and

additional) time to render the initial map. All written requests for an expansion shall be

Commission. The applicable map applies for a maximum of five (5) one-year extensions to

Section 190.208. Expiration and Extension of Time. This approval shall expire five (5)

Approval Period for Terminate Parcel Maps 35927 & 35928. In accordance with the

Applicable Period for Development Plan Review 12-10-2005. In accordance with P.M.C.

shall require appropriate Planning Division Review and Approval.

Condition of Approval

Page 2

City Council 6-9-2015

DPR P-12-10-0005. SPA 12-10-0006. SV 13-05-0018. TLM 35912 & TLM 36837
GENERAL CONDITIONS:

Necessary & Associates

Applicant: Mike Neggar

Aviation from unimproved Points Subject to Runway Expressway, Application: Mike Neggar, Village, 150-01-000, Terminal Park, 215 Freeway. This project also includes Development Plan Review 12-10-000, Terminal Park.

City Council: June 2, 2015

ATTACHMENT 3

5. Review and Approve plans from the Planning Division.

Expenditure of Use. No expenditure of the city shall occur without subsequent review and approval of the Planning Department.

4. Property and the City Business.

Phasing. Any phasing plan shall be reviewed and approved by the Development Services Division.

3. Future Obligation of Buyers and Lessees. All future buyers and lessees shall be

2. Specific Plan Compliance. The project shall conform to the General Industrial (I-1) zone

1. Environmental Impact Report Mitigation Monitoring Program. The project shall

CONDITIONS OF APPROVAL

PLANNING DIVISION

DEPARTMENT OF DEVELOPMENT SERVICES

CITY OF PERRIS
Conditions of Approval (Planning, Engineering & Public Works)

Attachments:

City Clerk, Nancy Salazar

\[\text{ABSTAIN: }\]
\[\text{ABSENT: }\]
\[\text{NOES: }\]
\[\text{AYES: }\]

called to order by the following:
Council of the City of Perris at a Regular Meeting held the 9th day of June, 2015, by the following:

\[\text{1, Nancy Salazar, City Clerk of the City of Perris, California, Do Hereby}\]

\[\text{CITY OF PERRIS}\
\text{COUNTY OF RIVERSIDE}\
\text{STATE OF CALIFORNIA}\]

Page 5 of 5

Resolution Number
28. Specific Conditions for Proposed Project

29. Specific Conditions for Alternative E

30. Exhibit 69

31. Exhibit 66 of Traffic Report

32. Exhibit 65 of Traffic Report
Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.


e. Patterson Avenue from Roman Expressway to north.

f. Patterson Avenue to 28’ radius, centerline.

g. Pattern radius to 28’, centerline, 78’ dedicated.

25. Access to Patterson and Webster shall be limited to those vehicles shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’.

24. Access to Patterson and Webster shall be permitted along right-of-way adjacent to parallel.

23. The right-of-way, as determined by the City Engineer and R.T.A., shall be dedicated along Patterson, Webster and Roman Expressway as determined by the City Engineer and R.T.A., stops and setbacks shall be installed along Patterson, Webster and Roman Expressway per Exhibit 65.

22. Prior to issuance of any permit, the parcel map shall be filed.


20. New traffic signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

19. Access to Patterson and Webster shall be limited to those vehicles shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’.

18. 30’ Radius, centerline. Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

17. Specific Conditions for Alternative 2 (City Preferred)

16. Submittal of development applications. Commercial lots will be accepted and approved as needed upon request. Access to the property. The road shall be improved along both sides with curb and gutter located 28’. Roman Expressway shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’.

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12. Prior to issuance of any permit, the parcel map shall be filed.

11. A record of all improvements within Caltrans Rights-of-Way require permit.

10. New traffic signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

9. Access to Patterson and Webster shall be limited to those vehicles shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’. Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

8. Specific Conditions for Alternative 2 (City Preferred)

7. Submittal of development applications. Commercial lots will be accepted and approved as needed upon request. Access to the property. The road shall be improved along both sides with curb and gutter located 28’. Roman Expressway shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’. Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

6. Access to Patterson and Webster shall be limited to those vehicles shown on various alternatives, access to Roman Expressway shown on final map at grade as shown, and access to the property. The road shall be improved along both sides with curb and gutter located 28’.

5. The right-of-way, as determined by the City Engineer and R.T.A., shall be dedicated along Patterson, Webster and Roman Expressway as determined by the City Engineer and R.T.A., stops and setbacks shall be installed along Patterson, Webster and Roman Expressway per Exhibit 65.

4. Prior to issuance of any permit, the parcel map shall be filed.

3. A record of all improvements within Caltrans Rights-of-Way require permit.

2. Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

1. Specific Conditions for Alternative 2 (City Preferred)

- Roman Expressway, per Exhibit 65, including a traffic signal at Patterson and Webster. Additional improvements at intersection of Patterson Avenue and Webster shall be required. New lane signals shall be installed at intersection of Harvy Patterson Avenue from this point to intersection with Home Avenue.

- Specific Conditions for Alternative 2 (City Preferred)
other improvements. This one time contribution is above and beyond RBBD and other City fees and is not reimbursable.

16. Reference is made to drainage report dated March 12, 2014 prepared by HLC Civil Engineering and RCFC letter dated August 8, 2014. All improvements as indicated in the report and required per RCFC letter and those stated in these conditions must be completed. The on and offsite drainage improvements shall be reviewed and approved by RCFC and City of Perris.

Figure 3 of the drainage report indicate termination of Line “E” at upstream end of facilities proposed by PM 36010. The developer shall provide additional study to evaluate the impact of this development to Ramona Expressway easterly of Line “E” terminus as proposed by PM 36010. If Ramona Expressway flooding downstream of PM 36010 is increased, additional improvements such as concrete channel extension to Perris Boulevard shall be required.

17. Traffic index of 10 shall be used for Patterson and 9.0 for Webster, and 11.0 for Ramona Expressway and Harley Knox.

18. Right-of-way acquisition. All right-of-way property area necessary for construction of the street and traffic improvements including any utility and construction easements, not under Applicant's ownership shall be acquired by the Applicant, at Applicant’s sole cost. If Applicant is unsuccessful in negotiating any right-of-way acquisition with third party owners after a 30 day period, then City shall conduct the necessary analysis to determine in its sole discretion whether to attempt to acquire the right-of-way by exercise of its power of eminent domain; provided, however, that nothing herein shall be deemed a prejudgment or commitment with respect to condemnation.

19. Reimbursement of costs. (1) Applicant and City shall cooperate to ensure that Applicant receives, to the greatest extent practicable, reimbursement for all of Applicant’s eligible costs of constructing all of the street and traffic improvements. (2) Reimbursement agreement or some similar agreement between Applicant and the City and/or establishment of a RBBD, community facilities district or other assessment district that will fund the costs of such construction. Applicant acknowledges that its project is already part of the RBBD. (3) Notwithstanding the forgoing, City shall have no obligation to reimburse or credit Applicant from any source of City funding
13. All onsite drainage runoff shall be collected via on-site accordance with Storm Water Management District (SWMD) and Project Requirements. COMMERCIAL DRIVEWAYS (STC: 727A) and comply with the ADA. All driveways shall be constructed for accessibility standards for Parke River County and ADA Standards. All driveways shall be accessible to handicapped ramps, and driveways shall be accessible to accessible sidewalks according to the site plans. All streets including NPDES and Best Management Practices. Drainage control plans shall comply with 12. Stormwater management plans shall be graded to be a minimum of 1%, above 100-year development standards and coordinated with approved plans for adjacent

10. All pads shall be graded to a minimum of 1%, above 100-year

drainage plans, hydraulic and hydraulic reports.
The applicant shall submit to the Department the following for this project:

1. The project is located within the study area. The applicant shall include an initial draft of the proposed project plan. The project plan shall be submitted to the City Engineer for approval. The City Engineer shall review the proposed project plan and provide written comments and recommendations. The applicant shall submit a revised plan, incorporating the comments and recommendations of the City Engineer.

2. The project is located within the study area. The applicant shall include an initial draft of the proposed project plan. The project plan shall be submitted to the City Engineer for approval. The City Engineer shall review the proposed project plan and provide written comments and recommendations. The applicant shall submit a revised plan, incorporating the comments and recommendations of the City Engineer.

3. The City Engineer shall review the proposed project plan and provide written comments and recommendations. The applicant shall submit a revised plan, incorporating the comments and recommendations of the City Engineer.

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10. The City Engineer shall review the proposed project plan and provide written comments and recommendations. The applicant shall submit a revised plan, incorporating the comments and recommendations of the City Engineer.
General Comments

In the opinion of City Engineer's office, conditions shall be referred to the City Engineer's office.

In the event of a conflict between any conditions stated below and any other conditions of any occupancy permit, all conditions regarding the land use meaning of the original improvements, or any other conditions of any occupancy permit, shall be issued prior to issuance of any occupancy permits. All conditions required to be submitted to the City Engineer's office and to describe the conditions for the project shall be included in the project's application, and it is understood that the City Engineer and the map correctly shows all conditions of approval. The City of Perris, by its memorandum of approval, agrees to the conditions of approval for the above referenced project.

April 15, 2015
P-1226
SP Amendment 12-10-0006, DPP 12-10-0005 4.PM 36512 4.3553

Conditions of Approval

HAROLD NOTUHAG, CITY ENGINEER

CITY OF PERRIS
Habib Mohannad

City Engineer

Commercial projects: Patterson shall be deferred until development of the
construction of traffic signals at Ranuna Expressway and
modular pursuant to Exhibits 63a & b.

b. Comply with conditions 26a - c as stated above and as
above.

Knox Boulevard shall be improved as noted in condition 26a
Patterson Avenue from the northwestern property line to Hardy
around and one driveway to access the proposed site,
boundary to provide for a cul-de-sac adequate for truck
Patterson Avenue may be terminated at northwesterly project.
MEMORANDUM

PUBLIC WORKS DEPARTMENT
CITY OF PERRIS

Subject: DPR 12-10-0055 - SRC Commission

From: Michael Morales, OIP Manager

To: Kenneth Phung, Project Planner

Date: June 17, 2014

The application submitted by the applicant for the following additional materials:

215 Freeway and Webster Avenue, Commerce Center (PVCC) Special Plan, North of Ramona Expressway Plan.

The proposal submitted is for a new high-use warehouse development consisting of two buildings totaling 146,987 square feet on 66.4 acres located within the Commerce Center Special Plan Agriculture-Landscape Plan. The proposal is consistent with the City’s high-use and medium-use industrial development.

Proposed to construct a new high-use warehouse development consisting of two buildings totaling 146,987 square feet on 66.4 acres located within the Commerce Center Special Plan Agriculture-Landscape Plan. The proposal is consistent with the City’s high-use and medium-use industrial development.

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The application submitted by the applicant for the following additional materials:

215 Freeway and Webster Avenue, Commerce Center (PVCC) Special Plan, North of Ramona Expressway Plan.

The proposal submitted is for a new high-use warehouse development consisting of two buildings totaling 146,987 square feet on 66.4 acres located within the Commerce Center Special Plan Agriculture-Landscape Plan. The proposal is consistent with the City’s high-use and medium-use industrial development.

Proposed to construct a new high-use warehouse development consisting of two buildings totaling 146,987 square feet on 66.4 acres located within the Commerce Center Special Plan Agriculture-Landscape Plan. The proposal is consistent with the City’s high-use and medium-use industrial development.
Please contact me if you have any questions, comments, or need any additional information.

In conclusion, no changes are required to the DEIR. The preceding provided the detailed responses requested and all revisions of the DEIR for the proposed project have been adequately evaluated in the Final DEIR for the project.

Based on the responses provided in the Final DEIR and above, it is our opinion that the potential impacts of the proposed project have been adequately evaluated in the Final DEIR for the project.

Response to Comment #48

The project requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR.

The City requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR. The project will not be considered consistent with the goals of the City's current general plan, pursuant to the Environmental Quality Review Act. The City has considered the project consistent with the City's current general plan, and is not required to conduct the full environmental impact analysis.

Response to Comment #47

The project requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR.

The project requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR. The project will not be considered consistent with the goals of the City's current general plan, pursuant to the Environmental Quality Review Act. The City has considered the project consistent with the City's current general plan, and is not required to conduct the full environmental impact analysis.

Response to Comment #45

The project requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR.

The project requires no additional analysis beyond that provided in the Draft DEIR and Final DEIR. The project will not be considered consistent with the goals of the City's current general plan, pursuant to the Environmental Quality Review Act. The City has considered the project consistent with the City's current general plan, and is not required to conduct the full environmental impact analysis.

Please reference Section 4.3.5, Project Design Features, and Section 4.3.7, Sustainable...
Response to Comment #44

The City requires no additional analysis beyond that provided in the Draft and Final EIR.

Response to Comment #45

Comment #45 is applicable as written. Given the nature of the potential impact associated with the proposed Project, the mitigation measures associated with the proposed Project will be below the SCAQMD thresholds of significance for localized construction emissions. This finding is consistent with the Project's EIR.

Response to Comment #46

Comment #46 is applicable as written. Given the nature of the potential impact associated with the proposed Project, the mitigation measures associated with the proposed Project will be below the SCAQMD thresholds of significance for localized construction emissions. This finding is consistent with the Project's EIR.

Response to Comment #47

Response to Comment #48

Response to Comment #49

Response to Comment #50

Response to Comment #51

Response to Comment #52
The City requires no additional analyses beyond the provided in the Draft and Final EIR.

Response to Comment #34

Comment #34 reflects the personal opinion of the commenter. The City requires no additional analyses beyond the provided in the Draft and Final EIR.

The City requires no additional analyses beyond that provided in the Draft and Final EIR.

Response to Comment #35

Comment #35 reflects the personal opinion of the commenter. Given the nature of the potential impact associated with the proposed project, mitigation measures controlled with EWWD standards.

Response to Comment #36

The roadway sections as such, installation of traffic medians in remaining expressway would not be constructed, they are off to the side where they could be accessed through temporary removal of expressway. They are not located in the center of the roadway where traffic medians would be expressway. The response to this comment was addressed on pages 2.0-79 and 2.0-79 of the Final EIR. The City provided sufficient analyses in response to this comment.

Response to Comment #37

The response to this comment was submitted on the Draft EIR by Johnson & Siedlecki. The City required no additional analyses beyond that provided in the Draft and Final EIR.

Response to Comment #38

The response to this comment was submitted on the Draft EIR by Johnson & Siedlecki. The City required no additional analyses beyond that provided in the Draft and Final EIR.

Response to Comment #39

The response to this comment was submitted on the Draft EIR by Johnson & Siedlecki. The City required no additional analyses beyond that provided in the Draft and Final EIR.

Response to Comment #40

The response to this comment was submitted on the Draft EIR by Johnson & Siedlecki. The City required no additional analyses beyond that provided in the Draft and Final EIR.
Response to Comment #232

Analyses beyond that provided in the Draft and Final EIR.

In response to the commenter, the City requires no additional

Comment #232 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #40

Analyses beyond that provided in the Draft and Final EIR.

In response to the commenter, the City requires no additional

Comment #40 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #299

Analyses beyond that provided in the Draft and Final EIR.

In response to the commenter, the City requires no additional

Comment #299 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #275

Analyses beyond that provided in the Draft and Final EIR.

In response to the commenter, the City requires no additional

Comment #275 reflects the personal opinion of the commenter. The City requires no additional
Response to Comment #25

Comment #24 reflects the personal opinion of the commenter. The City requires no additional analyses in its response to this comment.

Comment D-41 was submitted on the Draft EIR by Johnson & Sedleck. The response to this comment was addressed on pages 2.0-50 and 2.0-51 of the Final EIR. The City provided sufficient analyses in response to this comment. Comment D-40 and D-41 were submitted on the Draft EIR by Johnson & Sedleck. The responses to these comments were addressed on pages 2.0-47 and 2.0-48 of the Final EIR. The City requires no additional analyses in its response to this comment.

Response to Comment #22

Comment #21 reflects the personal opinion of the commenter. The City requires no additional analyses in its response to this comment.

Comment D-35 was submitted on the Draft EIR by Johnson & Sedleck. The response to this comment was addressed on page 2.0-66 of the Final EIR. The City provided sufficient analyses in response to this comment. The City requires no additional analyses beyond that provided in the Draft and Final EIRs.

Response to Comment #20

Comment #19 reflects the personal opinion of the commenter. The City requires no additional analyses in its response to this comment.

Comment D-13 was submitted on the Final EIR by Johnson & Sedleck. The response to this comment was addressed on page 2.0-4 of the Final EIR. The City provided sufficient analyses in response to this comment. The City requires no additional analyses beyond that provided in the Draft and Final EIRs.

Response to Comment #18

Comment #17 reflects the personal opinion of the commenter. The City requires no additional analyses in its response to this comment.

Comment D-1 was submitted on the Final EIR by Johnson & Sedleck. The response to this comment was addressed on pages 2.0-6 to 2.0-10 of the Final EIR. The City provided sufficient analyses in response to this comment. The City requires no additional analyses beyond that provided in the Draft and Final EIRs.
Response to Comment #15

The response to Comment #15 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #14

The response to Comment #14 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #13

The response to Comment #13 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #12

The response to Comment #12 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #11

The response to Comment #11 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #10

The response to Comment #10 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #9

The response to Comment #9 reflects the personal opinion of the commenter. The City requires no additional

Response to Comment #8

The response to Comment #8 reflects the personal opinion of the commenter. The City requires no additional
Comment #2: The City requires no additional analyses beyond that provided in the Draft and Final EIR. The response contained in the Final EIR was received from the SCAOMD in terms of the City's response contained in the Final EIR. The City provided sufficient analysis in its response on pages 2.0-9 and 2.0-10 of the Final EIR. The response to this comment was submitted on the Draft EIR by the SCAOMD.

Response to Comment #5

Comment #5 rebuts the personal opinion of the commenter. The City requires no additional analyses beyond that provided in the Draft and Final EIR. A response contained in the Final EIR was received from the SCAOMD in terms of the City's response contained in the Final EIR. The City provided sufficient analysis in its response on pages 2.0-7 and 2.0-8 of the Final EIR. The response to this comment was submitted on the Draft EIR by the South Coast Air Quality Management District.

Response to Comment #6

Comment #6 rebuts the personal opinion of the commenter. The City requires no additional analyses beyond that provided in the Draft and Final EIR. A response contained in the Final EIR was received from the SCAOMD in terms of the City's response contained in the Final EIR. The City provided sufficient analysis in its response on pages 2.0-4 of the Final EIR. The response to this comment was submitted on the Draft EIR by Pamela Elkins. The response to this comment is necessary.

Response to Comment #7

Comment #7 rebuts the personal opinion of the commenter. The City requires no additional analyses beyond that provided in the Draft and Final EIR. The response contained in the Final EIR was received from the SCAOMD in terms of the City's response contained in the Final EIR. The City provided sufficient analysis in its response on pages 2.0-6 of the Final EIR. The response to this comment was submitted on the Draft EIR by the South Coast Air Quality Management District.

Response to Comment #8

Comment #8 rebuts the personal opinion of the commenter. The City requires no additional analyses beyond that provided in the Draft and Final EIR. A response contained in the Final EIR was received from the SCAOMD in terms of the City's response contained in the Final EIR. The City provided sufficient analysis in its response on pages 2.0-3 and 2.0-10 of the Final EIR. The response to this comment was submitted on the Draft EIR by the South Coast Air Quality Management District.
ATTACHMENT 7

2015. At the following address:

Statement of Overriding Considerations was provided on the city's website beginning on May 6.

Response to Comment #2

Comment noted. No response to this comment is necessary.

Response to Comment #1

A detailed response to support this conclusion.

These comments were provided in the Final EIR.

05-0017 (TPM 35512) and TPM 1-30-0016 (TPM 35582)
Planning Case Nos. DPR 10-100-05 SP1 12-100-0003 AS 1-30-0018. TPM 13-
Optimum Logistics Center Final Environmental Impact Report (SOI #2012111003);

Subject: Response to the letter from Johnson & Sedack, May 6, 2015 regarding the

Permit’s, CA 92570
135 North D Street
City of Pismo
Development Services Department – Planning Division

Ml: Kenneth Phung, Project Planner

Phone: 551.260.4228
Temecula, CA 92591
42011 Avenida Vista Ladera

Matthew Fagan Consulting Services

mathewfagan@consultant.com
Thank you for your consideration of these comments.

Sincerely,

[Signature]

Concerning the new information must be incorporated into the EIR, the Project will require an additional 64,772,960 gallons of water per year. This increase is due to the Project's impact on the urban water system. The EIR must also be modified to reflect the new water supplies. The EIR should be modified and recompiled to determine the efforts and obligations cannot and are not being satisfied, and do not reasonably represent the Project. The EIR must evaluate water supply impacts in light of the facts that conclusions.
required of the Project and the driveway on Webster restricted to auto and 
emergency access.

Mitigation measure MM Air 20 relates measures AQ4.3, GHG 4.7A, and 
GHG 4.7B.

New mitigation measures N4.12 H, I, J, K, L and M have been added to the 
DEIR and are identical to the existing mitigation measures N4.12 C, D, E, 
F and G (See Executive Summary, DEIR). In fact, no new noise 
mitigation has been incorporated in the Final EIR. (See, EIR, Errata/Drift 
EIR Revisions, MMRK).

T4.1A and T.15D are vague. Is the project proponent responsible for 
constructing the stated traffic improvements, or only making fair-share 
contributions as shown in the parentheticals? The differentiation is important, 
as fair-share contributions are only appropriate for cumulative impacts, not 
individual project effects.

T.4.1B is likewise unclear. The third sentence should be amended to read, 
"Specifically, signage shall be posted at project driveways on Patterson 
Avenue and head north towards Harley, Knox Boulevard. Signage shall 
also be posted at project driveways on Webster Avenue indicating that trucks are 
prohibited from exiting the project from that location."

Additional Comments

Health Risks

The EIR should be revised to evaluate and disclose additional non-cancer health 
risks of diesel PM. While impacts to asthma and respiratory responses from air pollutants 
have been studied, numerous recent studies concerning diesel PM have found 
 significative risks of heart disease and cancerous problems, including from ultrafine particles 
which are currently unregulated. ("California Scientists link tiny particles in car exhaust 

tFurther information can be found in the California Air Resources Board's website: 
http://www.arb.ca.gov/reports/07-30-04/07-30-04.pdf

Kleinman, Michael, Carcinogenicity of Diesel Exhaust Exposure: An Evaluation of the Literature. 
http://www.arb.ca.gov/reports/07-30-04/07-30-04.pdf

Perspectives, March 2010. <http://dx.doi.org/10.1289/ehp.0901396>
In addition, avoidance by trucks of Webster Avenue should be
implemented to reduce the frequency of 10% of truck
movements. The proposed Project in the Village’s "Traffic
Improvement Plan"
would address this concern by
increasing

The measure required to reduce

Project’s electric supply levels are expected to be reduced and that will be

required for the Project’s electrical levels are so reduced. Furthermore,

which is estimated that the Project’s electrical levels are so reduced. Furthermore,


Following measures:

projects, significant impact to quality. However, CCEA has concerns about the


CCEA appreciates the addition of several mitigation measures to reduce the

Assistant
Response to comment D-34 fails to respond in good faith to the comment that:

- Response to comment D-34 fails to respond in good faith to the comments made with facts or citations to the EIR. Appendix A, CalEEMod worksheets, and references to the EIR. Air quality, GHG, and health risk modeling must be run with accurate trip distances.

- Response to comments D-49 and D-41 fails to respond to the comment made that the EIR requires statistical or cumulative air quality impacts. Whether or not such impacts are ultimately deemed significant, the significance of the significant contributions from all sources must be examined.

- Response to comment D-42 ignores the portion of the comment that the Health Risk Assessment fails to consider traffic at the on-site truck traffic on a significant portion of the project site. The response states only the cost of the site adjacent to Webster Avenue.

- Response to comment D-43 ignores the portion of the comment that the Health Risk Assessment fails to respond in good faith to the comment made sensitive receptors on Webster Avenue, particularly the portion of the site adjacent to Webster Avenue. The response states only the cost of the site adjacent to Webster Avenue.

- Response to comment D-47 ignores the comment made regarding comparing noise levels to the 60 DBA CNEL standard. Since CNEL is the average sound level over a 24-hour period, with a penalty of 5 dB added between 7 pm and 10 pm, and a penalty of 10 dB added for the nighttime hours of 10 pm to 7 am, a 55.9 DBA noise level would exceed the 60 DBA CNEL threshold with the significant noise penalties added. Given the Project would operate 24/7, significant noise impacts may occur. (Left at p. 78.)

- Response to comment D-75 fails to respond to all comments made regarding traffic noise impacts. A 78 DBA with the noise barrier, construction noise would be well above existing ambient noise levels of 51.3-61.8 DBA, and not exceed the threshold.

- Response to comment D-79 is unresponsive to the comment made re: disclosure of water supply impacts. At 2,000 gpd/gross acre, and 88.73 gross acre.

May 6, 2014
Page 6
substantial evidence. All feasible mitigation recommended at comment D-23 has not been proposed.

The project would use change and increased NOx emissions not evident in the EIR that the project will be consistent with the ADEP response to comment D-22 is disproportionate to the comment made here there is human health.

Unbelievable improvements to public health, visual and aesthetic improvements below a level of concern, and public health and the project site were much more significant than the PCESS at the project site. The project is above a level of concern. The comment is questionable whether previous requirements for measures less than significant levels are enough to consider aesthetic improvements to standards for industrial development is substantial to encourage aesthetic improvements to standards as a standard. The comment is questionable whether the project is above a level of concern.

Response to comment D-22 fails to respond in good faith to the comment

Point/counterpoint is not the “exception” if it occurs on the other two sides.

The only one of the two sides of the project is that it can be more complex and not

selected from the public view that by 8:47 PM, the project will be in general be above a level of concern. The EIR should not state that the project will “in general” be above a level of concern. The response to comment D-15 is consistent and fails to respond to the comment.

Project revision and reevaluation of the EIR is required. Cumbersome §

Project revision and reevaluation of the EIR is required. Cumbersome §

Project revision and reevaluation of the EIR is required. Cumbersome §

Project revision and reevaluation of the EIR is required. Cumbersome §

Where it provides direct access from the Residential Expressway, describes how the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

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Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.

Information on the project’s visual and aesthetic impacts are minimal.
obtained thereon.

Upon such restricted slopes for which a building permit has previously been
obtained, the regulation and specification of such buildings or structures
are hereby amended to require, in addition to the standard and usual size,
methods of building or structure located on such restricted slopes or for
which a building permit has been issued, the following requirements.

The objective is to prevent damage or excessive wear and tear to the
surrounding areas and property, and to ensure the safety and
adequate drainage of such areas.

In conclusion, the various maximum gross vehicle weights specified by this
section are not intended to rule out the operation of any vehicle

...
Response to comment B-11: "Failure to respond in good faith to the comment is not the City's responsibility; the comment made with respect to P-230 of the Environmental Impact Report does not waive the City's right to respond to the public and decision makers as to the scope of or quality of the next impact the City wishes to make.

Appendix E, P. 22 of the Optimum Logistics Center - 2020 CHG - Project

2005 CHG Code - Project

P. 69 of Appendix E, P. 220 of Optimum Logistics Center - 2020 CHG - Project
May 6, 2015

VIA E-MAIL and U.S. MAIL

Planning Commission
City of Perris
135 North “D” Street
Perris, CA 92570
(951) 943-5003

Re: Optimus Logistics Center, Final Environmental Impact Report (SCH # 201211003); Planning Case Nos. DPR 12-10-0006, SPA 12-10-0006, SY 13-05-0016; TMM 36512; and TMM 13-05-0016 (TPM 36582).

VIA E-MAIL and U.S. MAIL

May 6, 2015

Planning Commission
City of Perris
135 North “D” Street
Perris, CA 92570
(951) 943-5003

Re: Optimus Logistics Center, Final Environmental Impact Report (SCH # 201211003); Planning Case Nos. DPR 12-10-0006, SPA 12-10-0006, SY 13-05-0016; TMM 13-05-0016 (TPM 36582).

Greetings:

On behalf of concerned area residents and Center for Community Action and Environmental Justice (CCAEJ), I hereby submit these comments in opposition to the Optimus Logistics Center Project, Final Environmental Impact Report (EIR) (SCH # 201211003); Planning Case Nos. DPR 12-10-0006, SPA 12-10-0006, SY 13-05-0016; TMM 13-05-0016 (TPM 36582).

CCAEJ was unable to locate any proposed Resolutions or Ordinances; a Statement of Overriding Considerations, or CEQA Findings of Fact. CCAEJ is thus unable to comment on the adequacy of the Statement of Overriding Considerations, CEQA Findings of Fact. CCAEJ reserves the right to comment on the adequacy of the Statement of Overriding Considerations, CEQA Findings of Fact. CCAEJ reserves the right to submit further comments as needed on these issues.

CCAEJ incorporates its previous comments on the Draft EIR herein by reference, and reserves the right to submit further comments as necessary. In addition, please note that, in order to conserve paper, any citations herein are provided electronically, where possible.

CCAEJ
SPA Circulation Amendment

Attachment: SPA Landscape Amendment

City Clerk, Nancy Stegner

ABSTAIN:

ABSENT:

NOES:

AYES:

Following called vote:

Council of the City of Perris at a regular meeting held the ___ day of ___, 2015, by the City Clerk of the City of Perris, California, do hereby certify that the foregoing Ordinance Number ___ was duly and regularly adopted by the City of Perris, County of Riverside, State of California, Nancy Stegner, City Clerk, California.
ATTACHMENT S

If you have any questions regarding the letter, please contact Teddy Deng at (909) 866-3957 or email.

The Development Project is the construction of a transportation improvement in the City of Ontario, California. The project includes the construction of a new interchange at the intersection of the I-15/Cahill Expressway and northbound and southbound I-215. The project is located in the City of Ontario, California, and will improve traffic flow and reduce congestion in the area.

Mr. Pierre, CA 92570
135 North D Street
City of Ontario
Planning Department
Development Services Department
Project Planner
Kamal Ali

May 14, 2015

DEPARTMENT OF TRANSPORTATION:
OFFICE OF PLANNING & TRANSPORTATION AND LOCATION AUTHORITY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION AND LOCATION AUTHORITY

PHOTO: 2013-09-09 REVISED 09-10-13 D18373


PHOTO: 2013-09-09 REVISED 09-10-13 D18373


PHOTO: 2013-09-09 REVISED 09-10-13 D18373


PHOTO: 2013-09-09 REVISED 09-10-13 D18373

Omitting Consideration (see Attachment G)

Statement of Facts and Findings and Statement of

Conclusion Monitoring and Reporting Plan (see Attachment G)

Attachments:

City Clerk, Nancy Salazar

ABSTAIN:

ABSENT:

NOES:

AYES:

called vote:

Council of the City of Perris at a Regular Meeting held the 9th day of June 2015 by the following

CERTIFY that the foregoing Resolution Number was duly and regularly adopted by the City

I, Nancy Salazar, City Clerk of the City of Perris, California, do hereby

( )

City of Perris

§

County of Riverside

State of California

Resolution Number
City Clerk, Nancy Salazar

MAYOR, Daryl R. Bush

ATTENDED, SIGNED AND APPROVED this 9th day of June, 2015

ADOPTED, SIGNED and APPROVED this 9th day of June, 2015

City Clerk shall sign this Resolution and the City Clerk shall
Section 4. The Mayor shall sign this Resolution and the City Clerk shall

sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

comprehensive, /sic/, and words of this Resolution shall remain in full force and effect.

ATTEST:

By reason of any preemptory legislation, the remaining provisions,

Chapter 45, The City Council deems that should any provision, section,

Section 6. The City Council hereby adopts the Mitigation Monitoring and

5 Final EIR for the Project (SCH# 201211103).

Final EIR for the Project (SCH# 201211103).

Section 7. Based on the above findings, the City Council hereby certifies the

set forth in full.

Section 6. The City Council hereby adopts the Mitigation Monitoring and

incorporated herein by reference as if set forth in full.

Section 5. The City Council hereby adopts the Statement of Findings and

incorporated herein by reference as if set forth in full.

Section 4. The City Council finds that the Final EIR has been completed in

compliance with CEQA and the State CEQA Guidelines, and certifies the Final EIR as complete

Conclusions.

Section 3. Certain impacts associated with air quality (long-term air pollutant

mitigated to a level of less than significance.

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
WHEREAS, the potential for growth inducing impacts described in the Draft EIR

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

WHEREAS, the Environmental Impact Report (CEQA Guidelines) and
and Section 15000 through 15387 of the California Code of Regulations (CEQA Guidelines) and
and Section 21000 through 21177 of the California Public Resources Code
was

prepared in accordance with Section 21111003 (CEQA Guidelines) was

WHEREAS, the Environmental Impact Report (CEQA Guidelines) was

occurred.

WHEREAS, all other legal prerequisites to the adoption of this resolution have

occurred.

Guidelines section 15088.2 and
new information indicating reconsideration of additional environmental review under Title 14 CEQA
Council or any additional information submitted to the City Council have produced substantial

WHEREAS, no comments made in the public hearings conducted by the City

independent judgment and analysis, and

WHEREAS, the City Council's certification of the Final EIR reflects its

meetings and hearings, and

including the Final EIR and all oral and written evidence presented to the City during all projects

WHEREAS, prior to taking action, the City Council has heard, been presented

incooperated herein by reference as if set forth in full; and

Statement of Goals and Findings and Statement of Overriding Considerations attached hereto and

WHEREAS, alternatives to the Project that might eliminate or reduce significant

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project

WHEREAS, the Mitigation Monitoring and Reporting Program to address Project
Conceptual details for treatment control requirements that meet the Florida County WQMP Design.

Administrative and Special District Division

To meet the guidelines of water quality and maintenance concours determined by the engineering

4. Planning review and handspade plan for access ramps and other handspade improvements identified

- Maintenance district fees exclusively

- The Florida County of the Maintenance District

4. Applicant shall submit a preliminary WQMP plan, prior to approval by the county, and obtain approval of the site and off-site food

- Collection of off-site food and maintenance district fees to be included

3. The off-site food controller, deceleration meter, and water meter are to be located within the right of way

- Maintenance steel while not visually obstructs the view, the scene, and away from steel intersections.

- Intersection’s backflow preventers are to be screened on all sides with (9) gallon plant material.

- Access to maintenance steel while not visually obstructs the view, while, the scene, and away from steel intersections.

2. Each district is required to be measured separately, show locations of water and electrical meter for landscape meter, and where meter are to be located within the right of way.

- A raised landscaped median on Florida Expressway is required additional comments will follow.

- Location of water or Conceptual Landscape Plan, and provide additional information as needed.

- The district will be required to maintain

- The landscaper already to connect with ENMD to vent. If the site is a wetland.

- The area with a bench area, zone quantity table (e.g., EF of planting area). If a number of type, SF of landscaper etc.

- Problem: see expected location for community end of maintenance, and additional information or landscape user, including the amount of landscape.

- Include a bench area quantity table (e.g., EF of planting area). If a number of type, SF of landscaper etc.

- All final information and final locations with maintenance district fees shall be completed.

(Conceptual Landscape Plan Requirements Continued)

June 17, 2014

DP 17-10-0005 CR CP Comments Draft

Page 2
millstone for enunciation as follows:

Upon receipt of deposit and consent and waiver forms, the developer shall work with the City to meet the following:

- (720) 639-1242
- VISER, CA 92084
- 2270 E Escondido Road
- Sheppard's Incorp
- Ferman Sheppard
- Original notice document(s) to be sent to:

1. Permit for Food Control Maintenance District No. 1
2. Permit for Landscape Maintenance District No. 1
3. Permit for Maintenance District No. 0-A-1

1. Document for each district's inspection permit and understanding of enunciation, to be noted by property

or premises, and the check delivered to the City Engineer's Office.

Prior to Ferman Insurance deposit $5,000 in escrow due, $1,750 total due. Payment is to be made to the City

for Lighting District 0-A-1
b. Landscape Maintenance District
  c. Food Control Maintenance District

related by the City Engineer to

and assessment district, consisting in adequate maintenance performance bond to be retained by the city as

Assessment Districts, prior to final map recertification, the developer shall ensure the following maintenance

requirements are met:

1. Bus stop required at Western Avenue route locations shall meet the type, width, color and durability

ofเป็นพื้นที่ที่มีการพัฒนาอย่างสูง, และมีการมีการจัดการระบบไฟฟ้าที่มีประสิทธิภาพและมีประสิทธิภาพการใช้

systems, together with a functional system, and capable of handling complete with decorative street name

for reference, these shall incorporate special design criteria including LED safety lighting, back-up battery

Prior to final map approval, shall incorporate scale of expression trail over impression and trail design plans to City Engineer

connection, each shall be included in catch basin to reduce sediment and trash loading within

requirement areas. Consistent with City policy for maintenance above, sags, and interaction with adjacent streets,

for multi-purpose definitions and interaction with adjacent streets, extending support from adjacent streets

supplemented by additional requirements by the special districts. Department to reduce long term

Guidelines shall be included. These guidelines, as well as guidelines for food control, should be

Page 3

June 17, 2014
DPR 12-10-006 3HC Commons Draft
Additional comments may follow based on submitted additional materials noted above.

5. Undertaking by the City Council completes the annexation process and the condition of approval has been met.

Resolutions that confirm the annexation, Property owner attendance at the Public Hearing is not required.

4. The assessment ballots are sent to the property owner and are opened by the city clerk at the close of the

then 45 days, Property owner attendance at the City Council meeting is not required.

City Council action will include adopting the assessment ballots and setting a Public Hearing for no sooner

3. The reports and corresponding resolutions are present for approval on the City Council meeting agenda.

2. Reports are reviewed and approved by the property owner. The assessment ballots will be based on these.

1. City prepares their Engineer's Reports which includes a description of the improvements to be maintained, etc.

June 17, 2014
DPR 12-10-0005 SRC Comments Draft
Page 4
ATTACHMENT 4

WHEREAS, prior to taking action, the City Council has heard, been presented
hearing on the project, all of which time all interested persons were given full opportunity to be

WHEREAS, on June 9, 2013, the City Council conducted a duly noticed public

WHEREAS, on May 6, 2015, the Planning Commission conducted a duly noticed public

WHEREAS, by Resolution Number ___________ the City Council certified the

WHEREAS, the proposed Specific Plan Amendment ("SPA") will not conflict

WHEREAS, a Specific Plan Amendment application was submitted to enable an

FINDINGS IN SUPPORT THEREOF:

ORDINANCE NUMBER
<table>
<thead>
<tr>
<th>Impact/Threshold</th>
<th>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</th>
<th>Monitoring/Frequency</th>
<th>Action/Indicating Compliance</th>
<th>Monitoring Agency</th>
<th>Verification of Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.1 Aesthetics</strong></td>
<td>AE 4.1A Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that construction staging areas are located in the northern and western portions of the project site. In addition, any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.</td>
<td>Prior to issuance of a grading permit</td>
<td>Review and approval of Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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</table>

| **4.3 Air Quality** | MMI Air 2 Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. | Prior to issuance of a grading permit | Approval of required traffic control plan | City of Perris Engineering Administration Division | |

| MMI Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: | Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403 | City of Perris Planning Division and Engineering Division | |

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EXHIBIT K – Optimus Logistics Center I

Mitigation Monitoring and Reporting Plan (MMRP)
<table>
<thead>
<tr>
<th>Impact/Threshold</th>
<th>Applicable PM10 Measures, Additional Design Features, or Additional Project-Level Mitigation Measures</th>
<th>Monitoring/Timing Frequency</th>
<th>Action Indicating Compliance</th>
<th>Monitoring Agency</th>
<th>Verification of Compliance Initials</th>
<th>Date</th>
<th>Remarks</th>
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<tr>
<td></td>
<td>Stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), keeping disturbed/loose soil moist at all times, requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation, sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, replacement of ground cover in disturbed areas as quickly as possible.</td>
<td>Prior to issuance of building and grading permits</td>
<td>Confirmation that building and grading permits include required restriction</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>Impact/Threshold</td>
<td>Applicable PUCM Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</td>
<td>Monitoring/Frequency</td>
<td>Action Indicating Compliance</td>
<td>Monitoring Agency</td>
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<tr>
<td>MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris’ Building Division prior to issuance of grading permits.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that this requirement is included in Contractor Specifications</td>
<td>City of Perris Building Division</td>
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<tr>
<td>MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PurNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris’ Building Division prior to issuance of grading permit.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications and project construction documents</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>MM Air 7 During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.</td>
<td>Prior to issuance of a grading permit and during construction</td>
<td>Confirmation that this requirement is included in Contractor Specifications and periodic review of equipment maintenance records and equipment design</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>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</td>
<td>Prior to the issuance of building permits</td>
<td>Confirmation that this requirement is included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Penns' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

<table>
<thead>
<tr>
<th>Impact/Threshold</th>
<th>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</th>
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<th>Verification Compliance of Initial</th>
<th>Date</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>AQ 4.3A</td>
<td>All diesel construction equipment shall be configured to meet or exceed the EPA Tier 3 emissions standards.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Penns Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3B</td>
<td>The proposed project and its contractors shall ensure that, during construction, site preparation and grading phases do not overlap and that all other construction phases occur after these two construction phases so that construction emissions do not exceed those established by SCAQMD.</td>
<td>Prior to issuance of a grading permit</td>
<td>Review and approval of Contractor Specifications</td>
<td>City of Penns Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3C</td>
<td>The proposed project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than five minutes.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Penns Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3D</td>
<td>The proposed project and its contractors shall ensure that, during construction, no diesel-powered generators shall be used to the extent feasible.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Penns Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3E</td>
<td>Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to apply architectural coatings (meets PVCCSP EIR MM Air 8)</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Penns Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3F</td>
<td>The proposed project’s warehouse</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that</td>
<td>City of Penns</td>
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<th>Verification Compliance</th>
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<tbody>
<tr>
<td>structures shall utilize precoated / natural-colored building materials to reduce emissions from applying architectural coatings.</td>
<td>grading permit</td>
<td>these requirements are included in Contractor Specifications</td>
<td>Development Services Department Building Division Planning Division</td>
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<tr>
<td>AQ 4.3G The proposed project and its contractors shall ensure that either water based or low-VOC coating be utilized to apply the architectural coatings.</td>
<td>Prior to issuance of a grading permit</td>
<td>Confirmation that these requirements are included in Contractor Specifications</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>AQ 4.3H All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%) (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>AQ 4.31 The project shall incorporate a water conservation strategy of 30% or higher (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to the issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>Applicable Operational PVCC Specific Plan Mitigation Measures</td>
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<td>MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that this requirement is included in building specifications inspection to confirm signage posted</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>MM Air 12 Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</td>
<td>Prior to issuance of certificate of occupancy and periodically after development</td>
<td>Confirmation that architectural plans for buildings at which TRUs will be used include electrical hookups and/ or auxiliary power units</td>
<td>City of Perris Development Services Department Building Division</td>
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<tr>
<td>MM Air 18 Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project</td>
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<td>Mitigation measure completed with preparation of the Draft EIR</td>
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<td>MMI Air 18</td>
<td>In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Pensacola Building Division) prior to issuance of building permits.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of energy-efficient street lighting plans</td>
<td>City of Pensacola Development Services, Building Division</td>
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<tr>
<td>MMI Air 20</td>
<td>All Project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%). The Project shall incorporate a water conservation strategy of 30% or higher.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Pensacola Development Services, Building Division</td>
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<tr>
<td>AQ 4.3.J</td>
<td>All project buildings shall be designed to exceed current Title 24 requirements by twenty percent (20%).</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Pensacola Development Services, Building Division</td>
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<tr>
<td>AQ 4.3.K</td>
<td>Either High-Volume, Low-Pressure (HVLP) spraying equipment or manual application techniques shall be used to reapply architectural coatings.</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Pensacola Development Services, Planning Division</td>
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<tr>
<td>AQ 4.3.L</td>
<td>All building tenants shall utilize only electric yard trucks and forklifts.</td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Pensacola Development Services, Planning Division</td>
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<td>Impact/Threshold</td>
<td>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific/Project Design Features, or Additional Project-Level Mitigation Measures</td>
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<td>Monitoring Agency</td>
<td>Verification Compliance of Initial Date Remarks</td>
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<tr>
<td>AQ 4.3.M</td>
<td>Prior to issuance of a building permit, the Project proponent shall provide the City with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required. In addition, the Project will incorporate 2 electric vehicle charging stations for light-duty vehicles. Electrical lines shall be designed and sized to add additional charging stations when a demand is demonstrated.</td>
<td>annually thereafter</td>
<td>provided with required information</td>
<td>Services Department Planning Division</td>
<td>City of Perris Development Services Department Planning Division</td>
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<tr>
<td>AQ 4.3.N</td>
<td>Prior to the issuance of building permits, the Project proponent shall submit lighting plans to the City of Perris Building Division demonstrating that outdoor lighting is limited to levels needed for safety and security.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of site lighting plans</td>
<td>City of Perris Development Services Department Planning Division</td>
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<tr>
<td>AQ 4.3.5</td>
<td>Upon occupancy, the facility operator shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fuelled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility shall</td>
<td>Prior to issuance of occupancy permits and annual reports</td>
<td>Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices</td>
<td>City of Perris Development Services Department Planning and Building Divisions</td>
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<tr>
<td>Inspect/Threshold</td>
<td>Applicable Specific Plan Mitigation Measures, Additional Project-Specific Design Features, or Additional Project-Level Mitigation Measures</td>
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<td>Operator shall provide an annual report to the City of Perris Development Services Department. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.</td>
<td></td>
<td>Prior to issuance of occupancy permits and annually thereafter</td>
<td>Confirmation that tenants have been provided with required information</td>
<td>City of Perris Development Services Department Planning Division</td>
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<tr>
<td><strong>AQ 4.3.P</strong> Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:</td>
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<td>- Building energy efficiency, solid waste reduction, recycling, and water conservation.</td>
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<td>- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.</td>
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<td>- Participation in the Voluntary Interindustry Commerce Solutions (VICS) &quot;Empty Miles&quot; program to improve goods trucking efficiencies.</td>
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<td>- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.</td>
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<td>- The importance of minimizing traffic, noise, and air pollutant impacts to residences on Markham Street and Webster Avenue.</td>
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<tr>
<td><strong>AQ 4.3.Q</strong> Prior to issuance of an occupancy permit, the project proponent shall install a sign on the east side of the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the</td>
<td></td>
<td>Prior to issuance of occupancy permits</td>
<td>Inspection to confirm sign has been installed</td>
<td>City of Perris Development Services Department Planning Division and City Engineer</td>
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<tr>
<td>Impact/Threshold</td>
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<td>4.4 Biological Resources</td>
<td>Interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>Mitigation measure required only between February 1 and September 15</td>
<td>Pre-activity field survey report provided to City of Perris</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>B 4.4A “The removal of trees and vegetation shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</td>
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<td>a) A migratory nesting bird survey of all trees to be removed shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing. The migratory nesting bird survey shall be conducted by a qualified biologist within three (3) days prior to initiating tree removal or vegetation clearing within 500 feet of a mature tree.</td>
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<td>b) A copy of the migratory nesting bird survey results report shall be provided to the City of Perris Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City Planning Division and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with</td>
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<td>4.6 Cultural Resources</td>
<td>Additional Project-Level Mitigation Measures</td>
<td>CUL 4.6A Prior to the initiation of any earthmoving activities within the Patterson Avenue ROW, the project developer shall hire a professional archaeologist to provide cultural resource monitoring services within 100 feet of the recorded archaeological site (CA-RIV-8390). Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site until the archaeologist has been approved by the City. A designated Native American observer from either the Pechanga Band of Luiseño Indians or the Sisquoc Band of Luiseño Indians shall also be included in the monitoring program to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The Native American observer shall accompany the archaeologist for the duration of the grading phase. During grading activities within the Patterson Avenue ROW between Markham Street and Perry Street, the archaeologist shall monitor earthmoving activities consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeological</td>
<td>Prior to issuance of a grading permit and during subsurface excavation</td>
<td>Confirmation of professional archaeologist retention/on-going monitoring/submittal of Report of Findings</td>
<td>City of Perris Development Services Department Planning Division</td>
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</tbody>
</table>

1 For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Registrar for Professional Archaeologists (RPA), although membership is not required.
<table>
<thead>
<tr>
<th>Impact/Threshold</th>
<th>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific/Project Design Features, or Additional Project-Level Mitigation Measures</th>
<th>Monitoring/Timing Frequency</th>
<th>Action Indicating Compliance</th>
<th>Monitoring Agency</th>
<th>Verification Compliance</th>
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<td>monitor shall be responsible for maintaining daily field notes and a photographic record, and for reporting all finds to the developer, the Native American observer, and the City of Falls in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If any archaeological resources are discovered during the monitoring effort, the area of monitoring activities shall be extended 100 feet from the newly discovered resource. In the event that archaeological resources are discovered within the off-site Project Improvement areas, the handling will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. All items found in association with Native American human remains or in sacred/ceremonial contexts will be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a federally accredited curation facility such as University of California, Riverside Archaeological Research Unit (UCR-ARU), the Western Center for Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time once the Phase II monitoring and evaluation report has been completed. Non-Native American artifacts shall be inventoried.</td>
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Non-Native American artifacts shall be inventoried.
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<th>Impact/Threshold</th>
<th>Applicable PVGC Specific Plan Mitigation Measures, Additional Design Features, or Additional Project-Level Mitigation Measures</th>
<th>Monitoring/Testing Frequency</th>
<th>Action Indicating Compliance</th>
<th>Monitoring Agency</th>
<th>Verification of Compliance</th>
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<td>assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subject to curation or returned to the property owner, as deemed appropriate. Once grading activities have ceased or the archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring activities within this area can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any historic and/or pre-historic archaeological resources recovered during the Phase II Archaeological Testing Program conducted for Site CA-RV-0380 has been curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians.</td>
<td>Prior to issuance of a grading permit and during subsurface excavation</td>
<td>Confirmation of professional archaeologist</td>
<td>City of Perris Development Services</td>
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2 For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.
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<th>Impact/Threshold</th>
<th>Applicable PVCC Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</th>
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<th>Monitoring Agency</th>
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<td>the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5</td>
<td>grading permits. The task of the archaeologist shall be to monitor the initial ground-altering activities at the subject site and off-site Project improvement areas for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no grading activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City. The archaeological monitor shall be responsible for maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred/ceremonial objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius)</td>
<td>retention/ongoing monitoring/submit at of Report of Findings and curate discovered resources, if applicable</td>
<td>Department Planning Division</td>
<td>Initials Date Remarks</td>
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2 For the purpose of this measure, ground-altering activities include, but are not limited to, debris removal, vegetation removal, tree removal, grading, trenching, or other site-preparation activities. Initial ground-altering activities refer to the first time that the existing materials are altered by construction-related activities. Materials that have already been disturbed by construction-related activities do not require subsequent monitoring.
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<th>Impact/Threshold</th>
<th>Applicable PVCG Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</th>
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<td>shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians. A designated Native American observer from either the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared in a manner for curation and the archaeological consultant shall deliver the materials to a federally accredited curation facility such as University of California, Riverside Archaeological Research Unit (UCR-ARU), the Western Center for Archaeology and Paleontology, or the Pechanga Cultural Resources Department within a reasonable amount of time. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate. Once grading activities have ceased or the archaeologist, in consultation with the designated Native American observer, determines that monitoring is no longer necessary, monitoring</td>
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<td>activities can be discontinued following notification to the City of Perris Planning Division.</td>
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<td>A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report shall provide evidence that any Native American and Non-Native American archaeological resources recovered during Project development have been curated at an accredited curation facility. A copy of the report shall also be filed with the Eastern Information Center (EIC) and submitted to the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians.</td>
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<td>CUL 4.5C Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site and off-site subsurface excavation that exceeds three (3) feet in depth. Selection of the paleontologist shall be subject to approval of the City of Perris Director of Development Services and no grading activities shall occur at the site until the paleontologist has been approved by the City.</td>
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<td>Prior to the issuance of a grading permit</td>
<td>Confirmation of professional paleontologist retention</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to</td>
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<td>allow for removal of abundant or large specimens.</td>
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<td>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</td>
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<td>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, would signify completion of the program to mitigate impacts to paleontological resources.</td>
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<td>Result in any disturbance of human remains, including those interned outside of formal cemeteries</td>
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<td>CUL 4.5.D In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American observer shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</td>
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<td>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC).</td>
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<td>Impact/Threshold</td>
<td>Applicable PVCC/Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures</td>
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<td>which will identify the &quot;Most Likely Descendent&quot; (MLD).* Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the median and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC). If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the</td>
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*The "Most Likely Descendent" (MLD) is a reference used by the California Native American Heritage Commission to identify the individual or population most likely associated with any human remains that may be identified within a given project area. Under California Public Resources Code, Section 5097.98, the Native American Heritage Commission has the authority to name the MLD for any specific project and this identification is based on a report of Native American remains through the County Coroner's office. The City of Perris will recognize any MLD identified by the Native American Heritage Commission without giving preference to any particular population. In cases where the Native American Heritage Commission is not tasked with the identification of a Native American representative, the City of Perris reserves the right to make an independent decision based upon the nature of the proposed project.
### Impact/Threshold

Applicable PVC Project, Specific Plan Mitigation Measures, Additional Project-Specific Project Design Features, or Additional Project-Level Mitigation Measures

- Expense of the project proponent. If deemed appropriate, the remains will be recovered by the Coroner and handled through the Coroner's Office.

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

- As shown above, most of the revisions recommended by the Tribe have been incorporated into the revised mitigation measure. The aspects that have not been incorporated are the actions of the County Coroner. The City of Perris can only enforce actions that are directly under its regulatory authority. This includes the actions of developers of projects within its jurisdiction. The City can require that a project developer provide access to the County Coroner to assess discovered human remains, but it cannot require the coroner to examine the remains within 24 hours or notify the NAIHC within 24 hours. That is the legal responsibility of the coroner over which the City of Perris has no control. As such, the mitigation measure is worded to ensure that the project developer provides access to any discovery of human remains within the timeframe required for the coroner to comply with his requirements.

### 4.6 Geology and Soils

**Result in substantial soil erosion or the loss of topsoil?**

**GEO 4.6A** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that the siting, design and construction of all structures and facilities within the project limits are in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code. These California Building Codes are specifically designed to ensure structural safety in the event of a seismic event.

- **Prior to issuance of a building permit**
- **Submission of plans prepared in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the City of Perris Development Services Department Building Division**
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<td></td>
<td>Prior to issuance of a building permit</td>
<td>California Building Code</td>
<td>Submission of plans prepared in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code</td>
<td>City of Paris Development Services Department Building Division</td>
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<td>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?</td>
<td>GEO 4.4A, above</td>
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<td>4.7 Greenhouse Gas</td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>GHG 4.7A All project building shall be designed to exceed current Title 24 requirements by 20 percent (meets PVCCSP EIR MM Air 20).</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Paris Development Services Department Building Division</td>
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<td>GHG 4.7B The project shall incorporate a water conservation strategy of 30 percent or higher.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a Title 24 worksheet with building plans</td>
<td>City of Paris Development Services Department Building Division</td>
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<td>GHG 4.7C The project shall improve the pedestrian network and provide traffic calming measure.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of a pedestrian network and provide traffic calming plans with building plans</td>
<td>City of Paris Development Services Department Building Division</td>
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<td>4.8 Hazards and Hazardous Materials</td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>For a project located within an airport land use plan or where such a plan has not</td>
<td>HH 4.8A Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal of a lighting plan that any outdoor lighting shall be hooded or</td>
<td>Prior to issuance of building permits</td>
<td>Submission of lighting plans demonstrating that lights are hooded</td>
<td>City of Paris Development Services Department</td>
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<td>been adopted within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?</td>
<td>shielded to prevent either the spillage of turmers or reflection into the sky and that all outdoor lighting is downward facing as much as feasible.</td>
<td>Prior to issuance of building permits</td>
<td>Submission of evidence that uses listed are prohibited in site</td>
<td>Building Division</td>
<td>City of Perri Development Services Planning Division</td>
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<td>HH 4.6B Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal and agreement of additional conditions of approval that the following uses shall be prohibited on site</td>
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<td>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.</td>
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<td>b. Any use which would cause sunlight to be reflected 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.</td>
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<td>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. (Such uses include landscaping utilizing water features, aquaculture, production of grain, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing</td>
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<td>HH 4.8C</td>
<td>Prior to recording of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first, the landowner of the project site shall convey an aviation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded.</td>
<td>Prior to recording of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first</td>
<td>Submission of evidence of conveyance of an aviation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>HH 4.8D</td>
<td>Prior to the transfer of any real property or the finalization of a lease agreement for property associated with the project, the transferor (or lessee) shall provide to the transferee (or lessee), notification required by Condition 4 of the Riverside County Airport Land Use Commission's consistency determination.</td>
<td>Prior to transfer of any real property or the finalization of a lease agreement for property associated with the project</td>
<td>Submission of evidence of the transferor (or lessee), notification required by Condition 4 of the Riverside County Airport Land Use Commission's consistency determination</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>HH 4.8E</td>
<td>Prior to issuance of building permits for</td>
<td>Prior to issuance of</td>
<td>Submission of evidence of</td>
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<td>the project, the applicant shall submit a Notice of Proposed Construction of Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,542 feet AMSL and shall have received a determination of &quot;No Hazard to Air Navigation&quot; from the FAA. Copies of the FAA determination shall be provided to the City of Perris Planning Department and the Riverside County Airport Land Use Commission.</td>
<td>building permits</td>
<td>دمج ملاحظات عن إعداد البناء لجهاز الاتصال والطيران (форм 7460-1) لدى إدارة الاتصال الجوي الفيدرالية (FAA) لكل بناء يتجاوز مستوى الإرتفاع 1,542 قدم AMSL وسوف يتم استلام تقرير &quot;لا خطر في التحلل الجوي&quot; من FAA. ستتم تزويدهم بالنسخة من تقرير FAA إلى بلدية Perris وعشرة العوائد الجوية في مقاطعة ريفيرسيد.</td>
<td>Services Department Planning Division and RCALUC</td>
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<td>RH 4.8F Prior to the issuance of occupancy permits for the project, the project proponent shall provide evidence to the City that vegetation proposed for in and around the proposed detention/retention basins does not provide food or cover for bird species that would be incompatible with airport operations.</td>
<td>Prior to the issuance of occupancy permits</td>
<td>قبل إصدار الإذن للسكن، يجب على المزود أن يقدّم دليلًا إلى المدينة أن النباتات المسماحة في الموقع والمناطق المحيطة بها لا توفر غذاء أو مأوى للأنواع الطيور التي قد تكون غير متوافقة مع أنشطة المطار.</td>
<td>City of Perris Development Services Department Planning Division</td>
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<td>4.9 Hydrology and Water Quality</td>
<td>Additional Project-Level Mitigation Measures</td>
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<td>Violate any water quality standards or discharge requirements?</td>
<td>HW 4.3A Prior to grading plan approval and the issuance of a grading permit, the project proponent shall provide evidence to the City that a Notice of Intent (N0I) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</td>
<td>Prior to grading plan approval and the issuance of a grading permit</td>
<td>Prior to grading plan approval and the issuance of a grading permit</td>
<td>Provide evidence to the City that a Notice of Intent (N0I) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</td>
<td>City of Perris City Engineer</td>
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<td>HW 4.9B Prior to grading plan approval and the first issuance of a grading permit by the City, the project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and non-visible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:</td>
<td>Prior to grading plan approval and the first issuance of a grading permit</td>
<td>Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities</td>
<td>City of Perris City Engineer</td>
<td>Initials</td>
<td>Date</td>
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</table>

- Sediment discharges from the site may be controlled by the following: bags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- Sediment discharges from the site may be controlled by the following: bags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction.
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<th>Action Indicating Compliance</th>
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|                  | and repairs will be made when necessary as required by the SWPPP.  
- No materials of any kind shall be placed in drainage ways.  
- Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.  
- All loose piles of soil, silt, clay, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.  
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.  
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.  
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time. |
| HW 4.1C | Prior to issuance of grading permits, the project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the project:  
- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on |
<p>|                  | Prior to issuance of grading permits | Confirmation that these requirements are included Contractor Specifications | City of Perris City Engineer | Initials Date Remarks |</p>
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<td>sediment-control measures called for in the SWPPP. Monthly reports shall be</td>
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<td>maintained by the Contractor and submitted to the City for inspection. In</td>
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<td>addition, the Contractor will also be required to maintain an inspection log</td>
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<td>and have the log on site to be reviewed by the City of Perris and the</td>
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<td>representatives of the Regional Water Quality Control Board.</td>
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<td>HW 4.9D</td>
<td>Prior to grading plan approval and issuance of a grading permit by the City,</td>
<td>Prior to grading</td>
<td>Review and approval of</td>
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<td>the project proponent shall receive approval from the City of Perris for a</td>
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<td>Final Water Quality Management Plan (Final WQMP). The Final WQMP shall</td>
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<td>specifically identify pollution-prevention, site-design, source-control, and</td>
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<td>treatment-control BMPs that shall be used on site to control predictable</td>
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<td>pollutant runoff in order to reduce impacts to water quality to the maximum</td>
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<td>may include (but shall not be limited to) those listed in Table 4.9,H.</td>
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<td>Treatment-control BMPs shall include on-site detention/filtration basins to</td>
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<td>treat the site's runoff; these facilities shall be maintained and inspected at</td>
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<td>least twice per year and prior to October 1. Additional BMPs will be</td>
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<td>documented in the WQMP and utilized if necessary. In the event that it is</td>
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<td>not feasible to implement the BMPs identified in the Final WQMP, the City of</td>
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<td>Perris can make a determination that other BMPs shall provide equivalent or</td>
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<td>superior treatment either on or off site.</td>
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<td>alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
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<td><strong>4.12 Noise</strong></td>
<td><strong>Additional Project-Level Mitigation Measures</strong></td>
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<td>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>N 4.12A A minimum 14-foot high screening wall is required along the project site’s eastern property line. The wall must extend the length of the eastern property line as indicated in Figure 4.12-6.</td>
<td>Prior to issuance of building permit</td>
<td>Review and approval of Final Site Plan</td>
<td>City of Perris Development Services Department Building Division and Planning Division</td>
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<td>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>N 4.12B A temporary 8-foot high noise barrier is required along the project site’s eastern property line at Webster Avenue to provide shielding from construction noise impacts. The temporary noise barrier must extend the length of the eastern property line as indicated in Figure 4.12-6.</td>
<td>Prior to the issuance of grading permit</td>
<td>Approval of plans and specifications for a temporary noise barrier or evidence that permanent screen wall will be constructed</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>N 4.12C Construction will be limited to the hours of 7:00 a.m. to 7 p.m., Monday through Saturday, in accordance with the City of Perris Municipal Code Section 7.34.060. No construction activities are permitted outside of these hours or on Sundays and legal holidays, except for Columbus Day and Washington’s Birthday.</td>
<td>During construction</td>
<td>Verification by City of Incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Perris Development Services Department Building Division</td>
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<td>N 4.12D During all project site excavation and grading on site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer’s standards. Construction equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Equipment shall be turned off when</td>
<td>During construction</td>
<td>Verification by City of Incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
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<td>Not in use and not allowed to idle. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Phoenix Development Services Department Building Division</td>
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<td>N 4.12E</td>
<td>During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closest sensitive receptor.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Phoenix Development Services Department Building Division</td>
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<td>N 4.12F</td>
<td>No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Phoenix Development Services Department Building Division</td>
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<td>N 4.12G</td>
<td>Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</td>
<td>During construction</td>
<td>Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports</td>
<td>City of Phoenix Development Services Department Building Division</td>
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<td>4.15 Traffic and Circulation</td>
<td>Additional Project-Level Mitigation Measures</td>
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<td>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of</td>
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<td>T 4.15A 2015 Forecast Year 2015 Mitigation Measures. Fair share Project contributions are shown as a percentage in the parenthesis.</td>
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<td>o Day Street / Cielo Expressway (7.4%) * Install a new traffic signal; and * Construct one additional eastbound through lane.</td>
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<td>Prior to issuance of occupancy permits Site Inspection City acceptance of constructed roadways</td>
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<td>Transportation</td>
<td>Included mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit.</td>
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|                  | • Construct one exclusive eastbound left-turn lane.  
  o Patterson Avenue / Harley Knox Boulevard (6.6%)  
  • Construct one additional eastbound through lane; and  
  • Construct one additional westbound through lane.  
  o Nevada Avenue / Ramona Expressway (36.0%)  
  • Install a new traffic signal; and  
  • Construct one exclusive southbound right-turn lane.  
  o Evans Road / Ramona Expressway (28.4%)  
  • Construct one additional southbound right-turn lane with right-turn overlap signal phasing;  
  • Construct one additional westbound through lane; and  
  • Install westbound right-turn overlap signal phasing | Prior to issuance of a building permit | Submitted | City of Pensacola  
  City Engineer | initials | date | remarks |

T 4.1BB Prior to issuance of a building permit, the Project proponent shall provide the City with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways. Specifically, signage shall be posted for Project driveways on Patterson Avenue indicating that trucks shall enter and exit the site at Patterson Avenue and head north towards Harvey Knox Boulevard, as well as Webster Avenue (which identifies that trucks are restricted from exiting the Project from that location). Further, the signage program shall include a requirement that signage be posted on-site along Ramona Expressway and Webster Avenue restricting trucks from utilizing Webster Avenue. Prior to issuance of an occupancy permit, installation of the required signs shall be confirmed.
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<td>T 4.15C Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site requiring access on Patterson Avenue and prohibiting access on Webster Avenue to prevent trucks impacting adjacent residential uses.</td>
<td>Prior to issuance of an occupancy permit</td>
<td>Site Inspection</td>
<td>City of Parris City Engineer</td>
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4.15D Forecast Year 2035 Mitigation Measures

Fair share Project contributions are shown as a percentage in the parenthesis.

- **Day Street / Cajalco Expressway**
  - (2.7%)
  - Install a new traffic signal;
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

- **Decker Road / Cajalco Expressway**
  - (2.7%)
  - Install a new traffic signal;
  - Construct one exclusive eastbound left-turn lane;
  - Construct one additional eastbound through lane;
  - Construct one exclusive westbound left-turn lane; and
  - Construct one additional westbound through lane.

- **Seaton Avenue / Cajalco Expressway**
  - (4.1%)
  - Install a new traffic signal; and
  - Construct one additional eastbound through lane; and
  - Construct one additional westbound through lane.

- **Western Way / Harley Knox Boulevard**
  - (6.1%)
  - Install a new traffic signal; and
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<td>• Construct two southbound right-turn lanes with right-turn overlap signal phasing.</td>
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<td>o Indian Street / Ramona Expressway (10.1%)</td>
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<td>o Perris Boulevard/Ramona Expressway (12.7%)</td>
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<td>o Redlands Avenue / Ramona Expressway (10.1%)</td>
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|                   | - Construct one northbound through lane;  
|                   |   - Construct two southbound left-turn lanes; and  
| o Evans Road / Ramona Expressway (6.6%) |   - Construct one southbound shared through/right-turn lane.  
|                   |   - Construct one additional southbound right-turn lane with right-turn overlap signal phasing;  
|                   |     - Construct one additional westbound through lane; and  
|                   |     - Install westbound right-turn overlap signal phasing.  
| o I-215 Southbound Ramps/Harley Knox Boulevard |   - Restripe the southbound approach to provide one exclusive left-turn lane and one shared through/right-turn lane;  
|                   |     - Construct one additional southbound left-turn lane;  
|                   |     - Construct one additional southbound right-turn lane;  
|                   |     - Construct one additional eastbound through lane; and  
|                   |     - Construct one additional westbound left-turn lane.  
| o I-215 Northbound Ramps / Harley Knox Boulevard |     - Construct one additional eastbound through lane;  
|                   |     - Construct one additional westbound through lane; and  
|                   |     - Construct one westbound free right-turn lane.  
| o I-215 Southbound Ramps / Cajalco Expressway |   - Construct one additional southbound left-turn lane;  
|                   |     - Construct one additional eastbound through lane;  
|                   |     - Construct one additional westbound through lane; and  
|                   |     - Construct one westbound free right-turn lane.  
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|                 | • Construct one southbound free right-turn lane;  
• Construct one additional eastbound through lane;  
• Construct one eastbound free right-turn lane;  
• Construct one additional westbound through lane; and  
• Construct one additional westbound left-turn lane.  
  - I-215 Expressway  
  o Construct one additional eastbound left-turn lane;  
  o Construct one additional eastbound through lane;  
  o Construct one additional westbound through lane; and  
  o Construct one westbound free right-turn lane. |                            |                             |                  |                       |
RESOLUTION NUMBER 15-10


WHEREAS, a Development Plan Review application (DPR 12-10-0006) was submitted for consideration of architectural design and site layout; and

WHEREAS, the two Tentative Parcel Map applications were submitted to allow the two industrial buildings to sit on their own parcels; and

WHEREAS, A Specific Plan Amendment application was submitted to enable the development consisting of the following: 1) Amending the land use designation of 49.14 acres from Commercial to Light Industrial and another 19.85 acres from Business Professional Office to Light Industrial; 2) Eliminating improved Patterson Avenue from unimproved Perry Street to Ramona Expressway from the Circulation Plan of the Specific Plan; and 3) Eliminating unimproved Perry Street within the project site from the Circulation Plan of the Specific Plan.

WHEREAS, the proposed Specific Plan Amendment will not conflict with the goals, policies, and implementation measures set forth in the General Plan and Zoning Ordinance; and

WHEREAS, a Street Vacation application was submitted to implement the last two Specific Plan Amendments to eliminate a section of Patterson Avenue and unimproved Perry Street.

WHEREAS, during the course of review of the project it was deemed an Environmental Impact Report (EIR/State Clearinghouse #2012111003) was required to assess environmental impacts associated with the project; and

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

EXHIBIT L
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, two scoping meetings were previously conducted for the proposed project on December 5, 2012 and July 17, 2013 by the Planning Commission to hear from both public agencies and the public on the potential environmental impacts, site planning and building architecture; and

WHEREAS, between November 26, 2014 and December 12, 2015, the Draft Environmental Impact Report (Draft EIR) was made available for public review and comment during a state-mandated 45-day public review period; and

WHEREAS, on April 24, 2015, the Final EIR was distributed to those agencies and persons that commented in writing on the Draft EIR; and

WHEREAS, on May 6, 2015, the Planning Commission conducted a duly noticed public hearing on the project and at the meeting recommended approval of Alternative 2 of the EIR after considering public testimony and materials in the staff report and accompanying documents for the Statement of Overriding Consideration of Environmental Impact, the Environmental Impact Report (State Clearinghouse #2012111003), Development Plan Review 12-10-0005, Specific Plan Amendment 12-10-0006, Street Vacation 13-05-0018, Tentative Parcel Map 36512/#13-05-0017 and Tentative Parcel Map 36582/#13-05-0016; and

WHEREAS, an Environmental Impact Report (Clearinghouse #2012111003) was prepared in accordance with Sections 21000 through 21177 of the California Public Resources Code and Sections 15000 through 15387 of the California Code of Regulations (CEQA Guidelines); and

WHEREAS, the EIR identified several air quality, greenhouse gases and traffic impacts that would result in environmental impacts for which mitigation measures are not available to reduce impacts below levels of significance and a Statement of Overriding Consideration of Environmental Impact must be adopted prior to approval by the City Council; and

WHEREAS, the EIR identified all other potential environmental impacts as either not an impact, a less than significant impact, or a less than significant impact with mitigation and a Mitigation Monitoring Program has been prepared for those potential impacts requiring mitigation, which is part of the Final EIR; and

WHEREAS, Section 66411 of the California Government Code (Subdivision Map Act) vests in the legislative bodies of local agencies the regulation and control of the design and improvement of subdivisions; and

WHEREAS, Title 18 of the City of Perris Municipal Code (Subdivisions) implements the state Subdivision Map Act and authorizes the Planning Commission to act as an advisory agency to the City Council and authorizes the City Council to take action on a subdivision/parcel map; and
WHEREAS, Chapter 19.54 of the City of Perris Municipal Code (Zoning Code, Authority and Review Procedures) authorizes the City to approve, conditionally approve, or deny requests for Development Plan Review, Street Vacation, Specific Plan Amendment and Tentative Parcel Map; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Perris, as follows:

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

Section 2. The Planning Commission further finds and determines that the City has complied with the California Environmental Quality Act and that Planning Commission determinations reflect the independent judgment of the City.

Section 3. The Planning Commission hereby recommends that the City Council certify the Environmental Impact Report (State Clearinghouse #2012111003) finding that:

(a) The City has complied with the California Environmental Quality Act (CEQA) and the EIR is an accurate and objective statement that fully complies with CEQA and CEQA Guidelines; and

(b) No evidence of new significant impacts as defined by CEQA Guidelines Section 15088.5, has been received by the City after circulation of the Draft EIR which would require recirculation; and

(c) The EIR has identified and discussed significant impact to air quality (long-term air pollutant emission impacts), greenhouse gas emissions and traffic and circulation (intersections outside Perris and freeway mainline segments), which may occur as a result of the Project and which require mitigation, but cannot be mitigated to less than significant levels, thereby requiring adoption of a Statement of Overriding Considerations as set forth in this Resolution; and

(d) The EIR has identified and discussed significant environmental impacts which may occur as a result of the Project and which require mitigation, and can be mitigated to less than significant levels (except for unavoidable significant impacts as discussed in section 3, above); and

(e) Staff has reviewed the project and all reasonable alternatives and is favor of Alternative 2; and

(f) Environmental, economic, social and other considerations and benefits derived from the development of Alternative 2 override and make infeasible any alternatives or further Mitigation Measures beyond those incorporated into the project; and

Section 4. The Planning Commission hereby recommends that the City Council adopt a Statement of Overriding Considerations of Environmental Impact finding that:
(a) Pursuant to CEQA Guidelines Section 15093, the City has balanced the benefits of Alternative 2 against any unavoidable environmental impacts in determining whether to approve the project. If the benefits of the Alternative 2 outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable"; and

(b) The City has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from Alternative 2; and

(c) To the extent any Mitigation Measure recommended in the EIR or project conditions of approval could not be incorporated, such Mitigation Measure is infeasible because it will impose restrictions on the project that will prohibit the realization of specific economic, social and other benefits that the City finds outweigh the unmitigated impacts; and

(d) Except for Alternative 2, all other alternatives set forth in the EIR are infeasible because they will prohibit the realization of project objectives and/or specific economic, social and other benefits that the City finds outweigh any environmental benefits of the alternatives; and

(e) Having reduced the adverse significant environmental effects of Alternative 2 to the extent feasible by adopting the proposed Mitigation Measures, having considered the entire administrative record on the project, and having weighed the benefits of the project against its unavoidable adverse impacts after mitigation, the City has determined that each of the following social, economic and environmental benefits of the project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the Findings of Fact and Statement of Overriding Considerations attached hereto and incorporated herein by reference as if set forth in full; and

(f) The foregoing benefits provided to the public through approval and implementation of the Alternative 2 outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated; and

(g) Each of the project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

Section 5. The Planning Commission hereby recommends the City Council review and approve Alternative 2 of the Environmental Impact Report for case number Development Plan Review 12-10-0005, Specific Plan Amendment 12-10-0006, Street Vacation 13-05-0018, Tentative Parcel Maps 36512 (TPM 13-05-0017) and 36582 (TPM 13-05-0016) to facilitate the construction of a 958,770 square foot industrial building instead of the applicant’s proposal, subject to the conditions of approval and finding that:

Specific Plan Amendment

(a) The proposed Specific Plan Amendment will not result in a significant adverse effect on the environment and will not affect public health, safety, and welfare.
(b) The Specific Plan Amendment is consistent with and will contribute to achieving the goals and objectives established by the General Plan and Perris Valley Commerce Center Specific Plan to provide a diversity of commercial and industrial development that create jobs that will benefit the residents of Perris.

(c) The Specific Plan Amendment seeks to change approximately 49 acres from Commercial and Business Professional Office to Light Industrial allow a high-cube warehousing that balances between providing a landuse transition for the residential properties east of Webster by providing a high quality design with a business park feel as well as prohibiting access along Webster Avenue while maintaining the long term economic vitality of the City of Perris.

Tentative Parcel Maps 36512 and 36582; Street Vacation 13-05-0018

(d) Tentative Parcel Maps 36512 and 36582 are consistent with the Specific Plan land use designation of Light Industrial all other applicable General Plan policies, as amended; and

(e) Tentative Parcel Maps 36512 and 36582 are consistent with the Specific Plan landuse designation of Light Industrial and all other applicable Zoning Code standards, as amended; and

(f) Tentative Parcel Maps 36512 and 36582 in compliance with the Subdivision Map Act; and

(g) The site is physically suitable to restructure lot lines and vacate streets to facilitate the industrial development; and

(h) The design of Tentative Parcel Maps 36512 and 36582 and the type of improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, other than as addressed by the adopted Statement of Overriding Considerations of Environmental Impact; and

(i) The design of Tentative Parcel Maps 36512 and 36582 and the type of improvements are unlikely to cause serious public health problems; and

(j) The design of Tentative Parcel Maps 36512 and 36582 and the type of improvements will not conflict with easements of record or easements established by court judgment, acquired by the public at large, for access through or use of property within the proposed subdivision; and

(k) The discharge of waste from implementation of Tentative Parcel Maps 36512 and 36582 will not result in violation of existing requirements prescribed by a California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the California Water Code.
Development Plan Review

(a) Development Plan Review 12-10-0005, is consistent with the Specific Plan land use designation (Light Industrial) and other applicable General Plan policies, including the location, size, design, and intensity of the development and related improvements; and

(b) Development Plan Review 12-10-0005, including the location, size, design, density and intensity of the development and related improvements, is consistent with the Zoning designation of Light Industrial and all other applicable Zoning Code standards, as amended; and

(c) All requirements of the California Environmental Quality Act have been met; and

(d) The site is physically suitable for the location, size, design, density, and intensity of the plotting and architectural design for the type of industrial development; and

(e) Development Plan Review 12-10-0005, including the location, size, design, density and intensity of the development and related improvements, is consistent with the Sustainable Community Element of the General Plan, in that the Project supports the City’s commitment to protect the environment, improve quality of life, and promote sustainable development by incorporating certain measures into the design, construction, and maintenance of the buildings and overall project development.

(f) The subject site is physically suitable, including but not limited to parcel size, shape, access, and availability of utilities and services, for the type of light industrial development proposed with Development Plan Review 12-10-0005; and

(g) Development Plan Review 12-10-0005 and the conditions under which it would be operated or maintained is compatible with abutting properties and will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and

(h) The architecture of Development Plan Review 12-10-0005 is compatible with community standards and protects the character of other City industrial developments; and

(i) The landscaping plan of Development Plan Review ensures visual relief and provides an attractive environment for the public’s enjoyment; and

(j) The safeguards necessary to protect the public health, safety and general welfare have been required for Development Plan Review 12-10-0005.

Section 6. The Planning Commission 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 7. The Chairperson shall sign this Resolution and the City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this 6th day of May, 2015.

________________________________________
CHAIRPERSON, PLANNING COMMISSION

ATTEST:

______________________________
Secretary, Planning Commission

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

I, Clara Miramontes, SECRETARY OF THE PLANNING COMMISSION OF THE CITY OF PERRIS, DO HEREBY CERTIFY that the foregoing Resolution Number 15-10 was duly adopted by the Planning Commission of the City of Perris at a regular meeting of said Planning Commission on the 6th day of May 2015, and that it was so adopted by the following vote:

AYES: 
NOES: 
ABSENT: 
ABSTAIN: 

______________________________
Secretary, Planning Commission

Attachments: Statement of Overriding Consideration
Statement of Facts and Findings
SECTION 7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

7.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines provide in part the following:

a) CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its decision based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or 15091(a)(3) of the State CEQA Guidelines.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the State CEQA Guidelines).

The Planning Commission, having reviewed and considered the information contained in the Final EIR for the Project, Responses to Comments and the public record, adopts the following Statement of OVERRIDING Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this Project.

The same Significant Unavoidable Impacts and OVERRIDING Considerations and Findings listed below for the proposed Project would also apply to Alternative 2.

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Although all potential Project impacts have been substantially avoided or mitigated as described in the preceding findings, there is no complete mitigation for the following impacts. These impacts are considered significant and unavoidable.

- **Operational Air Quality Impact.** Maximum daily emissions from Project operations would exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds for nitrogen oxides (NOx) resulting in a significant and unavoidable impact.

- **Cumulative Air Quality Impact.** Long-term NOx emissions from mobile sources would exceed SCAQMD thresholds for operations. Because NOx is an ozone (O3) precursor, this could result in additional violations of the State and federal O3 standards. O3 is a nonattainment pollutant. Therefore, this impact would be cumulatively considerable and significant.

- **Cumulative Greenhouse Gas Emissions.** The proposed Project's GHG emissions would exceed the SCAQMD's recommended 10,000 million tons of carbon dioxide equivalent per year (MTCO2e/yr) screening threshold for Industrial projects. Therefore, the cumulative impact of the proposed Project on GHG emissions would be significant and unavoidable.

- **Cumulative Traffic Impacts.** The proposed Project would result in significant and unavoidable
cumulative impacts at the following intersections, roadway segments, and freeway segments and ramps.

There are several study intersections whose impacts could conceivably be mitigated to below a level of significance; they are beyond the jurisdiction of the City of Perris. Those intersections are:

- Day Street at Cajaico Expressway
- Decker Road at Cajaico Expressway
- Seaton Avenue at Cajaico Expressway
- I-215 Southbound Ramps at Harley Knox Boulevard
- I-215 Northbound Ramps at Harley Knox Boulevard
- I-215 Southbound Ramps at Cajaico Expressway
- I-215 Northbound Ramps at Ramona Expressway

Since these intersections are outside of the jurisdiction of the City of Perris, it cannot be guaranteed that the required mitigation measures will be implemented in a timely manner or at all, and thus the impact to these intersections are considered to be significant.

This is in addition to the previously identified cumulative impacts to the four State Highway basic freeway study segments:

- I-215 southbound, north of Harley Knox
- I-215 southbound, between Harley Knox and Ramona Expressway
- I-215 northbound, between Harley Knox and Ramona Expressway
- I-215 northbound, north of Harley Knox Boulevard

The four State Highway merge / diverge study segments are:

- I-215 southbound on-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Ramona Expressway
- I-215 northbound off-ramp at Harley Knox Boulevard
- I-215 northbound on-ramp at Harley Knox Boulevard

These intersections, freeway segments, and freeway on- and off-ramps are outside the jurisdiction of the City of Perris.

Details of these significant unavoidable adverse impacts were discussed in the EIR and are summarized, or were otherwise provided in Section 5.3, Environmental Effects Which Remain Significant and Unavoidable after Mitigation and Findings, in this document.
7.3 **OVERRIDING CONSIDERATIONS**

To the extent that the significant effects of the Project are not avoided or substantially lessened to below a level of significance, the City of Perris Planning Commission, having reviewed and considered the information contained in the proposed Project EIR and the public record, and having balanced the benefits of the Project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The Planning Commission finds that any one of these Project benefits standing alone would be sufficient to sustain the Statement of Overriding Considerations.

1. The City of Perris finds that all feasible mitigation measures have been imposed to lessen Project impacts to less than significant levels. Furthermore, the City of Perris finds that alternatives to the Project are infeasible because, while they have similar or fewer environmental impacts, they do not provide the benefits of the Project, or they are otherwise socially or economically infeasible when compared to the Project, as described in the Statement of Facts and Findings.

With the exception of air quality, GHG emissions, and traffic, impacts, based on the analysis presented in the Initial Study and Draft EIR, potential Project impacts are adequately reduced to less than significant levels through implementation of the identified PVCCSP mitigation measures, Project design features, and additional Project-level mitigation measures developed for the proposed Project. The proposed Project would result in significant unavoidable operational and cumulative air quality impacts, cumulative GHG emissions impacts, and cumulative traffic impacts. For those impacts found to be significant and unavoidable, mitigation is identified to the extent feasible. The following sections of the Draft EIR identify why each impact cannot be fully mitigated to a less than significant level: Sections 4.3, Air Quality; 4.7, GHG Emissions; 4.15, Traffic and Circulation; and 5.1, Significant Environmental Effects which Cannot be Avoided if the Proposed Project is Implemented.

The significant and unavoidable Project and cumulative air quality impacts resulting from the Project are associated with NOx emissions resulting from the Project’s mobile sources (vehicular emissions). There is no feasible mitigation to reduce these impacts to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid the Project and cumulative air quality impacts. Elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

The Project’s significant and unavoidable cumulative GHG emissions impact is primarily associated with GHG emissions from mobile sources. Because the proposed Project’s GHG emissions exceed SCAQMD’s 10,000 MTCO2e/yr screening threshold, the impact would be cumulatively considerable and significant. In addition to Project design features, and PVCCSP EIR mitigation measures, and additional Project-level mitigation measures are required to reduce GHG emissions. There are no additional feasible mitigation measures that would reduce the Project’s cumulative impacts related to GHG emissions to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid these significant cumulative Impacts. As with air quality impacts, elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

The proposed Project does not result in any direct (Project-specific) traffic impacts. However, the Project’s cumulative traffic impacts remain significant and unavoidable for one or more of the following reasons, as further discussed below: (1) the intersection or freeway
facility is under the jurisdiction of another agency (e.g., California Department of Transportation [Caltrans]) and the City of Perris cannot require that agency to approve and implement physical improvements (planned or other) and cannot implement the improvements without Caltrans’ approval; and/or (2) the identified non-program improvements that are needed for intersections and roadway segments to operate at an acceptable level of service (LOS) are not covered by an existing adopted traffic mitigation fee program, and payment of an additional fee does not ensure that the physical improvements would ultimately be completed.

The Project applicant is required to pay fees as required by established traffic mitigation fee programs (NPRBBD, which includes TUMF and DIF). The payment of the required fees for these established programs reduces the Project’s impact to a less than significant level, unless the intersection or roadway is not solely under the jurisdiction of the City of Perris or the required improvement is not covered by an established program.

Although the City of Perris makes every effort to ensure that needed non-program improvements are constructed prior to that time at which the LOS is forecasted to fall below the performance levels established by the City and to ensure that significant impacts are avoided, the additional fee payment policy is not an established traffic mitigation fee program, does not identify the timing of the implementation of specific improvements, and does not guarantee that specific roadway or intersection improvements would be made. Additionally, there is no certainty that the City would be able to obtain sufficient funding through the additional fee payment policy to implement the physical improvements. Therefore, while the payment of the additional local fee ensures that the Project developers, including the Project applicant, have paid their “fair share” toward non-program improvements needed to mitigate cumulative impacts, it would not reduce these impacts to a less than significant level. The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid these significant cumulative impacts.

The Project’s cumulative impacts to intersections, roadway segments, freeway mainline segments, and freeway ramps would occur by forecast year 2035. Improvements to the I-215 (intersection, freeway segments and ramps) can reduce impacts; however, these physical improvements would require approval from Caltrans. The City of Perris cannot require Caltrans to approve implementation of mitigation measures and cannot construct planned or other improvements without Caltrans approval. The City of Perris has no control over State facilities, including the timing or implementation of freeway segment, intersection and ramp improvements and, because the State facilities funded and planned to be developed under future traffic conditions are already anticipated to operate at an unacceptable LOS even without the proposed Project, there are no further improvements or mitigation that can be imposed upon the Project to mitigate its small cumulative contribution to significant impacts to I-215 traffic conditions. Therefore, these impacts would be significant and unavoidable.

The Existing Zoning Alternative, the Reduced Intensity Alternative and the Patterson Realignment Alternative would not avoid the cumulative traffic impacts resulting from the proposed Project. Elimination of these significant impacts would require reducing the number of vehicle trips through a reduction in the size of the Project to a level that would not meet the Project objectives.

2. The proposed Project is consistent with and will contribute to achieving the goals and objectives established by the Perris General Plan and the PVCCSP. Implementing the City’s General Plan as a policy is a legal and social prerogative of the City.

The proposed Project implements the approved PVCCSP on the Project site per the amended
specific plan. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the proposed Project is a part, would not result in inconsistencies with the General Plan goals and policies. Because the proposed Project has been determined to be consistent with, and implements the PVCCSP, it can be concluded that it is also consistent with the General Plan. Further, the proposed Project is consistent with the intent of the PVCCSP "to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris"; and specifically with the land use designation of General Industrial. Therefore, the proposed Project is also consistent with the General Plan land use designation (Specific Plan) for the Project site.

The proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect. Notably, the proposed Project specifically implements Goal III of the Land Use Element, which is "Commerce and industry to provide jobs for residents of all economic levels" and Policy III.A which is "Accommodate diversity in the local economy".

3. Development and construction of the proposed Project will create both temporary and permanent on-site jobs and will indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economies. Once the proposed Project is completed, the facility will ultimately spur the creation of both local and regional jobs, and there would be additional output and earnings to the local and regional economies.

Temporary construction and long-term operational jobs created by the Project would result in increased spending throughout the region, including in the City of Perris. During the construction phase of the proposed Project, direct jobs, that would be created, further increase indirect jobs in the City and in the economic region. Additionally, over the construction period, construction spending would add revenue to local and regional output. Construction spending would also increase local earnings and regional earnings. After construction, the development would create new on-site jobs as well as indirect jobs in the City and in the economic region.

4. The Optimus Logistics Center Project will contribute towards maximizing employment opportunities in the City to improve the jobs-housing balance and to reduce systemic unemployment within the City. Jobs for residents at a variety of income levels will be provided.

There are numerous methodologies for estimating employment generation from individual projects. As identified in Section 4.10, Land Use Planning, Population and Housing, of the Draft EIR, the proposed Project would generate approximately 1,279 new jobs. The actual number of employees would vary based on the operation of the proposed Project as a high-cube distribution warehouse or an e-commerce fulfillment center. This employment estimate is based on the employee generation rates used in the PVCCSP EIR. The proposed Project would result in the creation of new jobs, which would be an increase over existing conditions where no employment opportunities currently exist. This increase in jobs would be an overall benefit to the local and regional economy.

Based on the most recent adopted housing and employment growth forecast data available from the Southern California Association of Governments (SCAG), the estimated 2020 jobs-to-housing ratios for the City of Perris is 0.98. In 2035, the future jobs-to-housing ratios for the City is 0.86. The jobs-to-housing ratio refers to the ratio of residents and jobs in an area. Because these ratios are below 1.0, they indicate that the City of Perris is "jobs poor". Therefore, the provision of additional jobs by maximizing employment on the Project site would support a better jobs-to-housing ratio and would reduce unemployment in the City.
New jobs associated with the Project are expected to include both manual occupations (e.g., trucking, dock work, and freight handling) and other office-based occupations (e.g., logistics, sales, management, and freight forwarding). Both manual and office-based occupations have the potential to pay relatively high wages, thereby contributing to the provision of jobs for a variety of income levels. Additionally, as discussed previously in the discussion for Item 3, the proposed Project would generate short-term construction-related and long-term operational jobs.

5. The proposed Project will provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead. Once construction is completed, the facility will annually generate additional City revenue. This increased revenue from the development will be driven by indirect sales tax, property tax, and business license fees.

The Project would have a positive fiscal impact on the City of Perris through construction and development of the Project, as well as throughout the life of the Project. As noted above in the discussion for Item 3, the construction and development of the site would produce a temporary economic stimulus as a result of one-time construction-related spending in the form of one-time development fees. These fees include city fees, school fees, sewer and water fees, and permits. In addition to the one-time payment of fees, property taxes and indirect sales taxes would be collected during this time and paid to the City of Perris. During the operational phase of the Project (during which time the building is fully constructed and functional), additional revenues will be paid to the City in the form of property taxes, indirect sales tax, and business license fees.

6. The proposed Project will help meet the existing demand for high-quality, large-scale, Class A high cube warehouse/distribution center or e-commerce/fulfillment center within a geographic area that allows for access to a multi-modal transportation system.

The proposed Project has been designed to maximize the size of the on-site building, taking into consideration site constraints and development standards outlined in the PVCCSP.

Further, according to market trends, the positive demand for warehouses over 500,000 sf has been spurred by the shift to internet sales and the increase in e-commerce retailers. E-commerce sales were more than doubled from 2005 to 2012, and future e-commerce sales are projected at $327 billion in 2016. Based on an Inland Empire Market Overview prepared in September 201319 and (reference Integra Final EIR - Attachment D), tenants continue to look for modern, large warehouse facilities to house their regional distribution centers that can accommodate the increase in e-commerce. The proposed Project would allow a major retailer or combination of tenants to take advantage of new, modern construction that can accommodate large inventory handling and racking systems, and which can provide high parking ratios and a high number of dock doors. Additionally, the location within the City of Perris would provide access to UPS and FedEx hubs, which would support the growing trend of same-day delivery models.

Access to efficient modes of transportation is also critical in the success of a large industrial warehouse facility. The Project's location within the City of Perris in the Inland Empire would provide access to a full range of transportation infrastructure. The Inland Empire geographic region, which includes the Project site, is served by a large freeway system that connects to points within and outside the region, including the San Bernardino Freeway (I-10), which acts as a transcontinental highway connecting Los Angeles to the rest of the nation, as well as I-210, I-215, I-15, SR-60, SR-71, and the 241 Toll Road, which connects to SR-91. Truck traffic is able to load and unload goods at the Los Angeles and San Bernardino BNSF Intermodal Container Facilities, which are rail hubs that allow for the efficient transfers of international and
domestic cargo to and from trains and trucks. Additionally, the Project site is located near two international airports: Ontario International Airport and Los Angeles International Airport, and to the Ports of Los Angeles and Long Beach. All of these facilities are critical in the movement of freight throughout Southern California and support the demand for warehouse facilities.

These factors were taken into consideration by the City of Perris in its decision to establish the PVCCSP. As identified in Section 1.1 of the PVCCSP, "The Perris Valley Commerce Center Specific Plan area and its surroundings are in transition from land use as an undeveloped agricultural area to a modern-day commerce center providing for the needs of an ever-expanding regional market... The area offers convenient access to a multi-directional freeway system via Interstate-215 traveling north and south, and State Route-60 traveling east and west." As demonstrated through the PVCCSP land use designations (shown on Figure 2.0-1 of the PVCCSP and Exhibit 4.6-2 of the Draft EIR), the Specific Plan area is primarily designated for General Industrial uses. With the approval of the PVCCSP in January 2012, the City of Perris made the decision to provide, among other uses, high quality industrial uses in this area of the City, thereby accommodating the anticipated demand for this type of use in the region.

7. The proposed Project will provide infrastructure improvements required to meet Project and vicinity needs in an efficient and cost-effective manner.

The PVCCSP includes an Infrastructure Plan, which identifies the utility infrastructure necessary to serve the allowed development within the PVCCSP area. Each individual development, including the proposed Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the proposed Project are described in Section 3, Project Description, of the Draft EIR.

Additionally, as described in Section 4.15 of the Draft EIR, the proposed Project would include roadway improvements to accommodate Project circulation needs. The environmental impacts associated with these improvements have been evaluated in the Draft EIR for the proposed Project. The proposed Project will install improvements as well as provide its fair-share contribution to other intersections. In addition to the construction of roadways, the Project developers would pay applicable traffic mitigation fees (e.g., North Perris Road and Bridge Benefit District [NPRBBD] fees) that would fund additional traffic improvements to General Plan roadways in the Project area and would go toward the maintenance of roadway infrastructure in the Project area.

Although significant impacts will remain, the City of Perris will mitigate any significant adverse impacts to air quality, GHG emissions, and transportation/traffic to the maximum extent practicable. In its decision to approve the Project, the City of Perris Planning Commission has considered the Project benefits to outweigh the environmental impacts.
June 8, 2015

City Council
c/o City Clerk
City of Perris
Planning Division
135 North "D" Street
Perris, CA 92570
(951) 943-5003
cityclerk@cityofperris.org

cc: Kenneth Phung,
kphung@cityofperris.org

VIA E-MAIL and U.S. MAIL

Re: Optimus Logistics Center, Final Environmental Impact Report (SCH # 2012111003); Planning Case Nos. DPR 12-10-0005, SPA 12-10-0006, SV 13-05-0018; TPM 13-05-0017 (TPM 36512); and TPM 13-05-0016 (TPM 36582).

Greetings:

On behalf of concerned area residents and Center for Community Action and Environmental Justice (CCAEJ), I hereby submit these comments in opposition to the Optimus Logistics Center Project and certification of Final Environmental Impact Report (EIR) (SCH # 2012111003); Planning Case Nos. DPR 12-10-0005, SPA 12-10-0006, SV 13-05-0018; TPM 13-05-0017 (TPM 36512); and TPM 13-05-0016 (TPM 36582).

CCAEJ submitted comments previously, during the public comment period on the Draft EIR and to the Planning Commission, opposing approval of this Project. Please consider these previous comments as though they were set forth herein in making your decision.

CCAEJ’s comments submitted for the Planning Commission hearing have been inadequately addressed. Of particular note, new information and changed circumstances have resulted in the issuance of Executive Orders to address climate change and California’s severe and ongoing drought. Water supplies cited in the WSA for the
PVCCSP may no longer actually be available to serve the Project, as detailed in CCAEJ’s previous comments. The EIR must be revised and recirculated prior to approval of the Project to adequately evaluate these effects and other deficiencies noted in CCAEJ’s previous comments.

Staff recommended adoption of alternative number 2, eliminating building number 2 and retaining the commercial zone on 21-acres adjacent to I-215/ Patterson, and maintaining Patterson as a frontage road. If the council votes to approve this project, CCAEJ recommends approval of this alternative which would reduce conflicts in aesthetics, land use/ planning, and health risks and retain some of the PVCCSP’s commercial goals for the Project site. No substantial evidence supports rejecting this environmentally superior and evidently feasible alternative.

In addition, having reviewed the proposed Findings of Fact and Statement of Overriding Considerations, the following additional flaws in reasoning and factual support are evident:

- The Project Summary’s Introduction states:

  “The City has long suffered from a poor jobs/housing balance (meaning most City residents commute to Los Angeles or Orange Counties for employment) and one of the goals of the PVCCSP is to implement job-creating land uses to help alleviate the jobs-housing imbalance in the City. To this end, the PVCCSP designates a large portion of the City with broad categories of compatible commercial and industrial uses. The Project site is within the PVCCSP area, and the Specific Plan land use designation applicable to the Project site, as amended as part of the Project, envisions that the Project site will be utilized for industrial purposes. Thus, one of the Project’s primary purposes is to implement the PVCCSP. The proposed Project is consistent with the land use and growth assumptions anticipated in the PVCCSP for the Project site, as amended specific plan amendment component of the Project.” [emphasis added]

This Introduction fails to convey that the site is currently envisioned in the PVCCSP for commercial and office uses, and that re-designating the site for industrial use results in a significant reduction in jobs and availability of land for job creation. EIR Table 4.10-H acknowledges that Industrial generates only 0.5 employees/ thousand square feet (tsf) (2,000 sf/employee) compared to commercial’s 2.5 employees/tsf. According to the EIR, the change in land use designation reduces the total employment anticipated to be generated by 1,027 employees, from 2,306 to 1,279 employees. EIR Table 4.10-I.

In fact, development of a similar square footage (1,676,300 total) of commercial uses would generate approximately 4,191 jobs, so this Project reduces potential employment in the City by approximately 2,912 jobs. On the other hand, the Project
would only develop industrial warehousing, and thus would generate just 728 jobs using the EIR’s figures.

Given these figures, there is no evidence that the Project is consistent with the land use and growth assumptions anticipated in the PVCCSP for the Project site. To the contrary, the Project will amend the specific plan to generate substantially fewer jobs, inconsistent with previous assumptions.

- The Findings state that the Project’s environmental review is tiered from PVCCSP’s Program EIR. However, a program EIR can only be relied on where the activity is within the scope of the program approved earlier; and the program EIR adequately describes the activity. Guidelines § 15168 (e). Here, the Project is not within the scope of the PVCCSP evaluated earlier but requires an amendment to the PVCCSP area to develop industrial instead of commercial entryway to the City. Tiering from the PVCCSP EIR is improper for this Project.
- The Project Summary states the “nearest residences to the warehouse component of the Project are located to the east approximately 350 feet away.” In fact, residential uses are located just 77 feet from the warehouse component of the Project site (Figure 4.12-4), where trucks and other vehicles will be driving and parking. The statement that the nearest residences are 350 feet away from the warehouse component is deceptive where that line is drawn not to the site but to the buildings.
- Project objectives are impermissibly narrowly tailored to prevent consideration of feasible project alternatives where, for example, an objective includes, “Provide a high cube-logistics warehouse facility of two buildings totaling approximately 1.5 million square feet that meets the substantial and unmet demands of businesses located in the City and County.”

Furthermore, the Project itself fails to achieve its basic Project objectives including:

- Create maximum employment-generating opportunities for the citizens of Perris and surrounding communities (see above);
- Maximize employment opportunities within the City to improve the jobs-housing balance and to reduce systemic unemployment within the City;
- Encourage high cube-logistics warehouse development as attractive and productive uses while minimizing conflicts to the extent possible with the surrounding existing uses;
- Provide a maximum employment-generating, high-quality, large-scale, high cube-logistics warehouse, light industrial development to provide jobs for residents at a variety of income levels;
- Implement the vision of the PVCCSP by developing efficient use of land within the PVCCSP.
- The Findings of Fact regarding less than significant impacts and those proposed to be mitigated below a level of significance are unsupported by substantial evidence in the record for the myriad reasons previously cited in our comments letters.
- Even with the incorporation of mitigation, the EIR found significant impacts to air quality, GHGs, and traffic/circulation would remain significant. No all feasible mitigation has been incorporated to reduce these effects, despite CCAEJ providing the City with numerous available measures.
- For impacts from NOx, CCAEJ and SCAQMD recommended more rapid upgrades of trucks accessing the site than required by state law. This recommendation is not recommended for adoption despite being feasible and reducing these air quality effects.
- Installing plug-ins/infrastructure for future truck charging in trailer parking spaces and loading docks would also reduce these impacts when electric heavy duty trucks become commercially practical. MM AQ 4.3M proposes to incorporate this mitigation but includes language preventing it from being certain to occur and enforceable where, “Electrical system upgrades that exceed reasonable costs shall not be required.”
- MM AQ4.3P is uncertain and unenforceable where there is nothing to ensure employees and truck drivers will actually get this information. The requirement should be incorporated into any contract for sale or lease of the site. Furthermore, the measure is likely of little substantive value in achieving reductions.
- For GHGs, emissions can be further reduced and/or offset by additional mitigation such as installing rooftop solar PV to provide electricity to the site. A commuter benefits program encouraging sustainable modes of transportation, cash out parking program, or other transit could be encouraged to reduce GHGs as well as the Project’s traffic impact. Free EV-charging for at least 15% of parking spaces could also be incorporated.
- Both the EIR and Findings fail to identify the environmentally superior alternative as required by CEQA. Guidelines § 15126.6 (e)(2). Where both alternative 1 and 4 evaluate “no project” alternatives, an environmentally superior alternative must be identified from among the other alternatives.
- Overriding Consideration Number 1 is unsupported by substantial evidence where there is no evidence the alternatives would not provide the benefits of the project or is otherwise socially or economically infeasible.
June 8, 2014
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- Overriding Consideration Number 2 is unsupported by substantial evidence where the Project is inconsistent with the PVCCSP and requires amendment of that plan. Furthermore, implementing the City’s General Plan is a legal requirement, not a benefit of the Project that justifies its approval in spite of numerous unmitigated environmental impacts.

- Overriding Consideration Number 4 is unsupported by substantial evidence where the Project would convert potential commercial and office land and their associated high-employment generation to industrial uses and low-employment generation. Overriding Consideration Number 5 suffers from a similar flaw by converting commercial land and this reducing sales tax revenue.

- Overriding Consideration Number 7 is mitigation/conditions needed to reduce the Project’s adverse effects, not a Project benefit.

Thank you for your consideration of these comments in determining whether to approve or deny this environmentally and economically damaging Project or environmentally superior alternative number 2.

Sincerely,

[Signature]

Raymond Johnson, Esq., AICP, LEED GA
JOHNSON & SEDLACK