

# Perris Gateway Project

## Final Environmental Impact Report

SCH No. 2024080050

SPA 22-05280; TPM 22-05279 (38567);  
TPM 24-05150 (38985); DPR 22-00028; DPR 23-00021;  
CUP 22-05295; CUP 24-05141; CUP 24-05142

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May 2025

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# ACRONYMS AND ABBREVIATIONS

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2022 Scoping Plan	2022 Scoping Plan for Achieving Carbon Neutrality
AB	Assembly Bill
ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AOZ	Airport Overlay Zone
AQMD	Air Quality Management District
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
City	City of Perris
CO	carbon monoxide
CUP	Conditional Use Permit
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
I-	Interstate
LEED	Leadership in Energy and Environmental Design
LOS	level of service
LST	localized significance threshold
March ARB/IPA	March Air Reserve Base/Inland Port Airport
MBTA	Migratory Bird Treaty Act
MLD	most likely descendant
mph	miles per hour
MRZ	mineral resource zone
NAHC	Native American Heritage Commission
O <sub>3</sub>	ozone

## ACRONYMS AND ABBREVIATIONS (cont.)

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PM <sub>10</sub>	Coarse PM, 10 microns or less in diameter
Project	Perris Gateway Project
PVCC	Perris Valley Commerce Center
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Final Environmental Impact Report
RTA	Riverside Transit Agency
SB	Senate Bill
SCAG	Southern California Association of Governments
SCH	State Clearinghouse
SR	State Route
State CEQA Guidelines	Guidelines for Implementation of the California Environmental Quality Act
SWPPP	Storm Water Pollution Prevention Plan
TUMF	Transportation Uniform Mitigation Fee
URBEMIS	URBan EMISsions model
U.S.	United States
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WRCOG	Western Riverside Council of Governments

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# 1.0 INTRODUCTION

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In accordance with Section 15088 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Perris (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has evaluated the comments received on the Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2024080050) for the proposed Perris Gateway Project (Project) and has prepared this Final EIR with written responses to these comments. This Final EIR has been prepared in accordance with CEQA and represents the independent judgment of the City of Perris as Lead Agency.

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

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

The purpose of the Final EIR is to respond to all comments received by the City regarding the environmental information and analyses contained in the Draft EIR. Additionally, any clarifications/revisions to the Draft EIR generated from responses to comments are stated in the Final EIR, which includes the Draft EIR, as modified per the clarifications and revisions presented in Section 3.0 of this document.

In addition to the Final EIR (including supporting technical appendices), the City will also consider the adoption of a Mitigation Monitoring and Reporting Program, a Findings of Fact and Statement of Overriding Considerations document, staff reports, and Resolutions as part of the approval process for the proposed Project.

## 1.1 CONTENT AND FORMAT

Subsequent to this introductory section, Section 2 contains a copy of the comment letters received by the City regarding the Draft EIR, along with annotated responses to each comment contained within the letters. Section 3, Draft EIR Clarifications and Revisions, of this document contains clarifications/revisions to the Draft EIR. Section 4 contains the Mitigation Monitoring and Reporting Program.

## 1.2 PUBLIC REVIEW OF THE DRAFT EIR

As required by Section 15087 of the State CEQA Guidelines, a Notice of Completion and a Notice of Availability of the Draft EIR for the Project were filed with the State Clearinghouse on January 30, 2024, and the Notice of Availability of the Draft EIR was also filed with the Riverside County Clerk. The Draft EIR was circulated for public review for a minimum of 45 days, from January 31, 2025 to March 17, 2025. The Notice of Availability, Notice of Completion, and the Draft EIR and supporting technical appendices

were also posted on the State Clearinghouse CEQANet web portal, and the Notice of Availability was sent to responsible agencies and other interested agencies and parties on or about January 30, 2025. Copies of the Draft EIR were also made available for public review on the City’s website and at the City of Perris Planning Division. Three comment letters were received by the City during the Draft EIR public review period and are addressed in Section 2.0 of this Final EIR.

### **1.3 POINT OF CONTACT**

The Lead Agency for the proposed Project is the City of Perris. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Mathew Evans, Project Planner  
City of Perris  
Development Services Department, Planning Division  
135 N. D Street  
Perris, California 92570  
Phone: (951) 943-5003 ext. 115 • e-mail: [mevans@cityofperris.org](mailto:mevans@cityofperris.org)

### **1.4 PROJECT SUMMARY**

The following information is summarized from the Project Description in the Draft EIR. For additional detail regarding the Project characteristics, along with analyses of the Project’s potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

#### **1.4.1 Project Location**

The Project site (Assessor’s Parcel Numbers 314-170-020, 314-170-023, and 314-180-024) is located within the western portion of the Perris Valley Commerce Center (PVCC) area of the City of Perris and includes approximately 20 acres (20.28 acres) of disturbed vacant land that was previously used for agricultural purposes. The Project site is bounded by Ramona Expressway to the south, Webster Avenue to the east, and Interstate (I-) 215 to the west. It is located approximately 6.5 miles south of State Route (SR) 60 and approximately one mile south of March Air Reserve Base/Inland Port Airport (March ARB/IPA). The Project site is located within the March ARB/IPA Airport Influence Area Boundary and the City’s Airport Overlay Zone (AOZ). The Project site is located entirely within Airport Compatibility Zone C1 (Primary Approach/Departure Zone).

The existing City General Plan land use designation for the Project site is PVCCSP - Perris Valley Commerce Center Specific Plan and the zoning is Commercial per the PVCCSP. Surrounding land uses include the Optimus Logistics Center to the north, residential land uses to the northeast, commercial development to the east, currently undeveloped areas zoned for commercial uses to the south, and I-215 to the west.

#### **1.4.2 Proposed Project**

The proposed Project involves City approval of a Specific Plan Amendment, Tentative Parcel Map, Development Plan Reviews, and Conditional Use Permits, to allow the construction and operation of a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash on 20.28 total acres. In total, the Project involves the development

and operation of 126,342 square feet of building area across these uses. Specifically, the Project would include 80,478 square feet of self-storage use across 22 buildings, two 6,000-square-foot sit-down restaurants, six drive-through fast-food restaurants comprised of 18,400-square-foot building area, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425-square-foot automated car wash building.

Construction of the Project is anticipated to occur over an approximately 19-month period, requiring site preparation, grading, building construction, paving, and architectural coating activities. Utilities at the Project site would tie into existing utility systems in the Project vicinity and the Project developer(s) would construct the necessary connections to serve the Project. The general architectural style of the proposed structures would be contemporary. The buildings would be constructed of plaster walls with accents of sustainable and natural materials. The exterior color palette would be comprised of various neutral shades, including whites, tans, greys, blues, and blacks, with occasional accent tones. The proposed buildings would be a maximum of 45 feet in height above the exterior finished grade. The architectural elements and landscaping would avoid monotony and repetition in building elevations and would minimize glare. Rooftop equipment would be screened and not visible from the street.

### **1.4.3 Project Objectives**

The applicant's goals for the proposed Project are to provide for the development of local serving commercial uses in the northern portion of the City and to increase employment opportunities while providing development compatible with the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP). Specifically, the Project would achieve its purposes and goals through the following objectives:

1. Develop and operate an attractive commercial project along Ramona Expressway that meets local demand for more social gathering places, services, and eateries in a currently underserved area of the PVCC area.
2. Provide additional job opportunities in a housing-rich area to improve the local jobs to housing balance.
3. Provide necessary infrastructure and utilities to adequately serve the proposed development.
4. Encourage land uses that will generate tax revenue for the City, including, but not limited to, increased sales tax, to support the City's ongoing municipal operations.

### **1.4.4 Required Permits and Discretionary Actions**

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris, as the lead agency, is charged with the responsibility of deciding whether to approve the Project. As identified above, the following permits and discretionary actions are required by the City to implement the proposed Project:

- **Certification of the EIR (SCH No. 2024080050)** with the determination that the EIR has been prepared in compliance with the requirements of CEQA.
- **Specific Plan Amendment (SPA 22-05280)** to add self-storage as a conditionally permitted use within the PVCCSP Commercial land use designation.

- **Tentative Parcel Map (TPM 22-05275 [38576])** to subdivide the existing two-parcel western site into four parcels.
- **Tentative Parcel Map (TPM 24-05150 [38985])** to subdivide the existing one-parcel eastern site into four parcels.
- **Development Plan Review (DPR 22-00028)** to approve the proposed western site development plan.
- **Development Plan Review (DPR 23-00021)** to approve the proposed eastern site development plan.
- **Conditional Use Permit (CUP 22-05295)** to allow self-storage uses on the site, designated as Commercial under the PVCCSP.
- **Conditional Use Permit (CUP 24-05141)** to allow drive-through services on the site, designated as Commercial under the PVCCSP.
- **Conditional Use Permit (CUP 24-05142)** to allow drive-through service gas station uses with alcohol sales for off-site consumption on the site, designated as Commercial under the PVCCSP.
- **Riverside County Airport Land Use Commission (ALUC) Consistency Review** (Approved July 11, 2024).

Other non-discretionary actions anticipated to be taken by the City at the staff level for 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 of all plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan to mitigate post-construction runoff flows.

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

- A **National Pollutant Discharge Elimination System** permit and a **Construction Activity General Construction Permit** from the Regional Water Quality Control Board to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as heating, ventilation, and air conditioning units, cooking equipment, and fuel dispensers from the **South Coast Air Quality Management District**;
- Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

## 2.0 RESPONSE TO COMMENTS

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Two comment letters were received by the City during the Draft EIR public review period that occurred from January 31, 2025 to March 17, 2025. One additional letter was received on March 28, 2025 after the public review period ended, but has been responded to as a courtesy to the commenter. Comments that address environmental concerns have been addressed in this section of the Final EIR. Comments that do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines, include those that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

- a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.
- b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.
- c) The written responses shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in the responses. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refers to readily available information, or does not explain the relevance of evidence submitted with the comment.
- d) The responses to comments may take the form of a revision to the draft EIR or may be a separate section in the Final EIR. Where the responses to comments make important changes in the information contained in the text of the draft EIR, the lead agency should either:
  1. Revise the text in the body of the EIR; or
  2. Include marginal notes showing that the information is revised in the responses to comments.

Revisions to the Draft EIR have been prepared to make minor corrections and clarifications to the Draft EIR as a result of comments received during the public review period (refer to Section 3.0, Draft EIR Clarifications and Revisions, of this document). Therefore, this Response to Comments section, along with the Draft EIR Revisions and Mitigation Monitoring and Reporting Program, are included as part of

this Final EIR along with the Draft EIR for consideration by the City of Perris prior to a vote to certify the Final EIR and approve the Project.

## 2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

In accordance with Section 15132 of the State CEQA Guidelines, the agencies and organizations that submitted comments regarding the Draft EIR are listed below:

Comment Letter	Name/Agency	Date
A	Advocates for the Environment	March 10, 2025
B	Riverside County Flood Control	March 13, 2025
C	California Department of Transportation	March 28, 2025

## 2.2 RESPONSES TO COMMENTS

Aside from courtesy statements, introductions, and closings, individual comments within the body of the comment letters have been identified and numbered. A copy of each comment letter and the City's responses to each comment are included in this section. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following the individual comment letter.

## Comment Letter A – Advocates for the Environment

March 10, 2025

Matthew Evans  
Project Planner  
City of Perris  
135 North D Street  
Perris, CA 92570

### Advocates for the Environment

A non-profit public-interest law firm  
and environmental advocacy organization



Via U.S. Mail and email to [mevans@CityofPerris.org](mailto:mevans@CityofPerris.org)

Re: Comments on Draft Environmental Impact Report for Perris Gateway Project, SCH  
No. 2024080050

Dear Mr. Evans:

A-1

Advocates for the Environment submits the comments in this letter regarding the Draft Environmental Impact Report (DEIR) for the Perris Gateway Project (Project). The Project Site is located north of Ramona Expressway, west of Webster Avenue, and east of Interstate-215, in the City of Perris (City). The Project proposes to develop the 20.28 acre Project Site by constructing an 80,478 square feet of self-storage use across 22 buildings, two 6,000-square-foot sit-down restaurants, six drive-through fast-food restaurants comprised of 18,400-square-foot building area, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425-square-foot automated car wash building. We have reviewed the DEIR prepared in January 2024 and submit comments regarding the sufficiency of the DEIR’s Greenhouse-Gas (GHG) analysis under the California Environmental Quality Act (CEQA).

A-2

**The City Should Require the Project to be Net-Zero**

Given the current regulatory context and technological advancements, a net-zero significance threshold is feasible and extensively supportable. GHG emissions from buildings, including indirect emissions from offsite generation of electricity, direct emissions produced onsite, and from construction with cement and steel, amounted to 21% of global GHG emissions in 2019. (IPCC Sixth Assessment Report, Climate Change 2022, WGIII, Mitigation of Climate Change, p. 9-4.) This is a considerable portion of global GHG emissions. It is much more affordable to construct new building projects to be net-zero than to obtain the same level of GHG reductions by expensively retrofitting older buildings to comply with climate change regulations. Climate damages will keep increasing until we reach net zero GHG emissions, and there is a California state policy requiring the state to be net-zero by 2045. It therefore is economically unsound to construct new buildings that are not net-zero.

10211 Sunland Blvd., Shadow Hills, CA 91040 (818) 650-0030 X101 [dw@aenv.org](mailto:dw@aenv.org)

A-2  
cont.

Environmental groups have achieved tremendous outcomes by litigation under CEQA. Two of the largest mixed-use development projects in the history of California, Newhall Ranch (now FivePoint Valencia), and Centennial (part of Tejon Ranch) decided to move forward as net-zero communities after losing CEQA lawsuits to environmental groups. The ability for these large projects to become net-zero indicates that it is achievable, even for large-scale developments. The Applicant for this Project should do the same.

We urge the City to adopt net-zero as the GHG significance threshold for this project. This threshold is well-supported by plans for the reduction of GHG emissions in California, and particularly the CARB Climate Change Scoping Plans. The CARB 2017 Scoping Plan states that “achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development.” (CARB 2017 Scoping Plan, p. 101.) Additionally, the CARB 2022 Scoping Plan reaffirms the necessity of a net zero target by expressing: “it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed ... in order to meet our GHG and air quality targets.” (CARB 2022 Scoping Plan, p. 184.) CARB further encourages a net-zero threshold in its strategies for local actions in Appendix D to the 2022 Scoping Plan. (CARB 2022 Scoping Plan, Appendix D, pp. 24-26.)

Moving this Project forward as a net-zero project would not only be the right thing for the City to do, but also would help protect the City and the Applicant from CEQA GHG litigation.

### CEQA GHG Significance Analysis

A-3

The calculated project-related emissions amount to 25,029.45 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) per year (DEIR, p. 4.2-30). The City adopted a significance threshold based on Appendix G of the CEQA Guidelines: GHG emissions would be significant if the Project would (1) “Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.” (**Threshold GHG Emissions-1**); or (2) “Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.” (**Threshold GHG Emissions-2**). (DEIR, pp. 4.2-28 – 4.2-29.) Based on this, the City concluded that the Project would have significant and unavoidable GHG emissions under Threshold GHG Emissions-1 and a less than significant impact under Threshold GHG Emissions-2. To reduce this identified significant GHG impact, the GHG Analysis offered Air Quality Mitigation Measures (MM-Air) 4 – 7, 14, and 18 – 20. (DEIR, p. 1-12.)

**The Project Has a Significant GHG Impact Overall Because the City Found a Significant Impact Under Threshold GHG Emissions-1**

A finding of significant impact under either of the two GHG thresholds means the GHG impact as a whole would be significant. CEQA requires that lead agencies to determine overall significance as to each environmental impact, including the category of GHG impact. Further, lead agencies should communicate this overall significance determination in a way that does not mislead decision-makers and the public.

A-4 Here, the City did not summarize the GHG impact as significant or less than significant, despite determining that the GHG impact would be significant and unavoidable as to Threshold GHG Emissions-1, as well as cumulatively considerable. (DEIR, pp. 4.2-30, 4.2-33.) This lack of clarity creates confusion, making it difficult to assess the overall significance of the Project's GHG impacts. The confusion is further exacerbated by contradictory statements in the DEIR, which simultaneously describe the GHG impact as both significant and unavoidable and less than significant in different sections. (DEIR, pp. 4.2-30, 4.2-32.) To comply with CEQA's requirements, the DEIR must provide a single, unified conclusion regarding the significance of the Project's overall GHG impact, which the lead agency failed to do here. The City should have clarified an overall conclusion that the Project would have a significant GHG impact because it is significant under at least one of the chosen significance thresholds.

**Infeasibility Finding Lacks Substantial Evidence**

A-5 The conclusion that the Project will not be able to achieve any mitigation beyond which was identified in the proposed mitigation measures is not supported with substantial evidence. The DEIR should have proposed more mitigation measures to be applied to the maximum-feasible extent in order to justify the conclusion that the Project's GHG impact would be unavoidable due to lack of feasibility of further mitigation. While the proposed mitigation measures are a good start, the City did not demonstrate that these actions would represent the maximum feasible mitigation to support a finding that the Project's impact would be significant and unavoidable.

CEQA requires that the lead agency identifies specific reasons for the infeasibility of further mitigation when concluding that a significant and unavoidable impact will occur. There are other readily available mitigation measures, and some of the individual proposed mitigation measures could be modified to provide further mitigation.

Over 96 percent<sup>1</sup> of the Project's GHG impact originates from mobile sources, which the mitigation measures were not focused on reducing. The City claims that mobile emissions are

<sup>1</sup>  $\left(\frac{24,177.00 \text{ MTCO}_2e}{25,029.45 \text{ MTCO}_2e}\right) \times 100 = 96.59$   
Emissions values obtained from DEIR, p. 4.2-30.

A-5  
cont.

not controllable, and therefore not feasible to mitigate, stating: “neither the City nor the Project Applicant have regulatory authority to control mobile source (tailpipe) emissions.” (DEIR p. 4.2-30.)

Still, the City has the ability to directly and indirectly control the emissions associated with this Project, by imposing feasible mitigation measures to reduce emissions from delivery trucks serving the Project. The proposed restaurants, gas stations, and convenience stores will regularly receive deliveries from medium and heavy-duty trucks, which are major contributors to GHG emissions. To mitigate these impacts, the City could require the applicant to mandate in tenant lease agreements that vendors prioritize hybrid or zero-emission delivery trucks as they become available, contract with fleets using clean-fuel vehicles such as renewable diesel or hybrid-electric trucks, and provide on-site charging infrastructure to support zero-emission vehicles. This kind of mitigation is both feasible and necessary to offset the Project’s fair share of emissions. Thus, the conclusion that further mitigation is infeasible was not supported by substantial evidence.

**The City Should Have Found a Significant Impact Under Threshold GHG Emissions-2**

A-6

The DEIR analyzed consistency with the 2022 CARB Scoping Plan, the City of Palmdale Climate Action Plan (CAP), and the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal RTP/SCS). But, due to inadequate analysis, the DEIR overlooks the Project’s conflict with the 2022 Scoping Plan and it also fails to acknowledge and analyze all applicable GHG reduction plans.

The 2022 Scoping Plan sets a goal for 50% of all industrial energy demand to be electrified by 2045 (2022 CARB Scoping Plan, p. 77).<sup>2</sup> The DEIR does not demonstrate that the Project aligns with this goal. While it mentions the Project would be required to comply with Title 24 standards, which include a minimum 15 percent solar-ready roof requirement. (DEIR, pp. 4.2-31 – 4.2-32.) However, having only a small percentage of the roof solar-ready is unlikely to meet the 2045 goal. Based on the DEIR’s analysis, the Project does not appear to be consistent with this goal to electrify energy sources.

Consequently, the Project would have a significant GHG impact under the second threshold because it is inconsistent with applicable plans for the reduction of GHGs.

Additionally, according to the DEIR, “Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan” (DEIR, p. 4.2-30.) This statement is incorrect because the earlier versions of the Scoping Plan are still in effect. While the 2022 Scoping Plan builds upon previous plans, certain strategies or

<sup>2</sup> 2022 Scoping Plan located at: <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>

A-6  
cont.

standards may remain relevant unless specifically replaced. The 2022 Scoping Plan does not state that the 2017 Scoping Plan was replaced. Relevant portions of the 2017 Scoping Plan should have been analyzed because it is still an “applicable plan” that was adopted by the State to reduce greenhouse-gas emissions. The CARB 2017 Scoping Plan sets out statewide goals for total GHG emissions targets of 6 MTCO<sub>2</sub>e/capita by 2030, and 2 MTCO<sub>2</sub>e/capita by 2050 (CARB Scoping Plan, p. 99). The Project does not demonstrate compliance with this goal, nor does it provide an estimate of the number of the Project’s employees to allow for proper calculation.

### The Project’s GHG Impacts Must be Fully Mitigated

CEQA requires that the Project include fair-share mitigation for all significant cumulative impacts. (*Napa Citizens for Honest Gov’t v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342, 364.) Here, the City’s determination that the Project would have a significant cumulative GHG impact requires mitigation of the full extent of the Project’s GHG emissions. The DEIR claims that no other mitigation measures are feasible, beyond the identified mitigation measures. But that conclusion is incorrect, and not supported by substantial evidence.

A-7

The amount of GHG emissions that comprises the Project’s fair share is clear. The reasonable lifespan of this Project is approximately 30 years as indicated by the amortization of construction emissions. (DEIR, p. 4.2-29.) Therefore, the Project would likely contribute over 750,000 MTCO<sub>2</sub>e during its entire lifespan.<sup>3</sup> This would be a good starting point from which to subtract the effect of additional non-offset mitigation measures, before purchasing carbon offsets.

In addition to implementing zero-emission vehicle fleets to the extent feasible, several on-site mitigation measures are feasible, including exclusive use of electric-powered equipment in construction, installing solar water heaters, and installing automatic light switches, among many other mitigation strategies that can be incorporated in the Project as design features or as mitigation measures. Such features could be adopted individually or as part of a comprehensive goal of sustainable building certification, such as Leadership and Energy and Environmental Design (LEED), that extends further beyond CALGreen requirements.

Although the DEIR specifies the installation of Electric Vehicle (EV) chargers for automobiles, it only requires installing appropriate electrical infrastructure to accommodate a total of 25 EV charging stations of the project’s 486 parking spaces it offers. (DEIR, p. 3-20.) It is feasible to extend beyond the CALGreen charger requirements by installing more EV chargers than required.

<sup>3</sup> 25,029.45 MTCO<sub>2</sub>e per year × 30 years = 750,883.5 MTCO<sub>2</sub>e

A-7  
cont.

Installing solar panels or incorporating renewable energy production on-site is also a feasible mitigation measure. The DEIR indicates that the Project will comply with Title 24 requirements. (DEIR, p. 4.2-31.) However, Title 24 mandates only that a minimum of 15 percent of the roof area be solar-ready. It is feasible to cover the maximum available surface area with solar panels, rather than just the minimum 15 percent required. Having solar panels capable of offsetting 100% of the buildings' energy demands would enhance the effectiveness and decrease GHG emissions overall.

Even after implementing on-site emissions reductions to the maximum feasible extent, the City could also require the Applicant to buy clean power for the warehouse's remaining electricity usage that it is unable to produce through solar power on-site. Overall, there are more options available to mitigate emissions to the full extent of the Project emissions.

#### **GHG Mitigation is Insufficient under CEQA**

A-8

Under Threshold GHG Emission-1, the proposed mitigation measures reduction is not calculated in the DEIR, it's simply classified as "significant and unavoidable." Even with mitigation, the Project still significantly exceeds the chosen threshold of 3,000 MTCO<sub>2e</sub> per year. Although further feasible GHG mitigation measures are available, the DEIR concluded "[n]o feasible mitigation measures beyond the PVCCSP EIR measures identified above exist that would reduce greenhouse gas emissions to levels that are less than significant," resulting in the Project's "significant and unavoidable" GHG impact. (DEIR, p. 4.2-30.) The City did not provide specific rationale as to why the existing regulations and adopted mitigation measures would be the only feasible mitigation for this Project. Nor did the City reject any mitigation measures for being infeasible. This conclusion lacks substantial evidence, and the DEIR should have incorporated additional mitigation to reduce the Project's GHG emissions to the extent required by CEQA.

#### **Lack of Certainty and Enforceability**

A-9

CEQA mitigation measures must be enforceable and effective. Here, some of the mitigation measures are unenforceable and not guaranteed to be effective; they are thus improper as CEQA mitigation. For example, part of MM-Air 6 states "diesel equipment shall use water emulsified fuel such as PuriNOX unless it is unavailable in Riverside County at the time of project construction activities." However, the DEIR concedes that this measure's feasibility depends on the availability of a fuel "such as PuriNOX," meaning it may not be achievable at the time of construction.

While CEQA allows some flexibility in mitigation details, it requires agencies to commit to enforceable mitigation and establish clear performance standards. Here, MM-Air 6 lacks a contingency plan to ensure GHG reductions if a fuel "such as PuriNOX" is unavailable.

A-9  
cont.

PuriNOx itself has not been manufactured since 2007, making its commercial availability virtually nonexistent.<sup>4</sup> The measure must be revised to explicitly name commercially available fuels that can serve as alternatives, ensuring that mitigation remains feasible and enforceable. Additionally, the measure provides no alternative mitigation actions should such fuels be unavailable, leaving a gap in enforceability and effectiveness. Without a backup plan, the City fails to guarantee that project emissions will be reduced as required under CEQA, rendering the mitigation inadequate.

Similarly, MM-Air 20, which encourages energy efficiency improvements and water use reductions lacks enforceability and clear performance standards. (DEIR, p. 4.2-28.) The measure merely "encourages" a 15% increase in energy efficiency beyond Title 24 standards and a 25% reduction in indoor water use, but this language is not binding and does not ensure actual reductions. For CEQA compliance, the City should require these improvements rather than merely "encourage" them. Requiring mandatory compliance with these energy and water efficiency standards is necessary to ensure meaningful emission reductions.

A-10

### Carbon Offsets are Feasible as Mitigation Measures

After requiring operational emissions reductions to the maximum feasible extent, the City could also require the Applicant to purchase offsets for the Project's remaining GHG emissions. The City did not provide any evidence for why offsets would be infeasible. Overall, there are more options available to mitigate emissions to the full extent of Project emissions, and the City failed to acknowledge or implement many mitigation measures that are feasible and could help reduce the Project's GHG impact to the fair share extent.

Offsets are acceptable mitigation measures under CEQA (Guidelines § 15126.4 (c)(3)). Many offset projects are currently operating, including projects that are relevant to the Project's operations such as the Truck Stop Electrification project in California (Project ID ACR133), among others.<sup>5</sup> Such offset programs are just examples of which the City could consider as feasible carbon offsets to reduce the Project's GHG impact.

A-11

### Conclusion

The DEIR fails to require all feasible mitigation, despite concluding that the significant GHG impact will be unavoidable. The City should have mitigated the significant cumulative

<sup>4</sup> See SCAQMD, "Environmental Impacts and Mitigation Measures," available at <https://www.aqmd.gov/docs/default-source/ceqa/documents/permit-projects/2006/bp-carson-safety/ch4.pdf> (p. 4-20); See also, American Shipper, "End of PuriNOx is near in California," available at <https://www.freightwaves.com/news/end-of-purinox-is-near-in-california>;

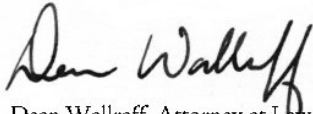
<sup>5</sup> American Carbon Registry (ACR), list of offset projects, available at <https://acr2.apx.com/myModule/rpt/myrpt.asp?r=111> (Accessed February 21, 2025).

*City of Perris*  
*CEQA Comments on Perris Gateway Project*

*Page 8*  
*March 10, 2025*

A-11  
cont. ↑ GHG impact to the fair share extent. Please put me on the interest list to receive updates about the progress of this Project. We make this request under Public Resources Code, section 21092.2.

Sincerely,



Dean Wallraff, Attorney at Law  
Executive Director, Advocates for the Environment

10211 Sunland Blvd., Shadow Hills, CA 91040 (818) 650-0030 X101 [dw@aenv.org](mailto:dw@aenv.org)

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## Response to Comment Letter A – Advocates for the Environment

### Response to Comment A-1:

This comment from Advocates for the Environment located in Shadow Hills, Los Angeles County, is introductory in nature and provides an accurate summary of the proposed Project as analyzed in Draft EIR. Specific responses to commenter statements are provided below. No environmental issues are raised by this comment and no further response is required.

### Response to Comment A-2:

The commenter asserts that the City should require the Project to be net-zero in terms of greenhouse gas (GHG) emissions and that the City should adopt a net-zero [GHG emissions] threshold for this Project. The comment also makes unsubstantiated statements that it is more affordable to construct new buildings to be net-zero now than to retrofit an old building in the future to meet the same standard. The commenter also references California's policy to achieve net-zero GHG emissions no later than 2045 (presumably Assembly Bill 1279). It should be noted that the State has not adopted a net-zero GHG threshold (or any GHG threshold) of significance for individual development projects. The State's policy to achieve net-zero GHG emissions by 2045 requires the California Air Resources Board (CARB) to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies.

The 2022 CARB Scoping Plan does not recommend a net-zero GHG threshold for individual development projects, noting that such thresholds may make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development or solar arrays. The Scoping Plan also cautions using net-zero targets and specifically notes that jurisdictions considering a net-zero target should carefully consider the implications it may have on emissions in neighboring communities and beyond. Appendix D page 18 of the Scoping Plan states the following:

Jurisdictions should also avoid creating targets that are impossible to meet as a basis to determine significance. For example, a net-zero target may imply that the GHG emissions of any project that are not reduced or offset to zero would be considered potentially significant. This may lead to undue burdens and frustrate project approval processes, which may be particularly problematic for residential development in climate-smart, infill areas. In addition, some jurisdictions have more land capacity to remove and store carbon, while others host GHG-emitting facilities that serve necessary functions and will take time to transition to new technology (e.g., municipal wastewater treatment plants, landfills, energy generation facilities).

Local governments have the discretion to adopt targets that apply to their jurisdictions as long as those targets are supported by substantial evidence. The GHG analysis provided in the Draft EIR is based on current thresholds utilized consistently by the City of Perris as lead agency as described in Section 4.2.3 of the Draft EIR. As described in Section 4.2.3 of the Draft EIR, the numeric threshold applied is a widely accepted screening threshold developed by the South Coast Air Quality Management District and used by the City and numerous cities throughout the South Coast Air Basin and is an acceptable approach for projects like the proposed Project. Further the qualitative analysis of impacts related to plans is consistent with Section 15064.4 of the State CEQA Guidelines.

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Adoption and implementation of a City “net-zero GHG emission threshold” as suggested by the commenter is beyond the scope of the Project and the purview of the Draft EIR. However, these comments are forwarded to the City decision-makers for their consideration.

Response to Comment A-3:

This comment correctly summarizes the Draft EIR conclusions regarding Project GHG emissions impact significance and does not raise issues related to the adequacy, accuracy, or completeness of the Draft EIR. No further response is required.

Response to Comment A-4:

The commenter states: “A finding of significant impact under either of the two GHG thresholds means the GHG impact as a whole would be significant. CEQA requires that lead agencies to determine overall significance as to each environmental impact, including the category of GHG impact.” This is incorrect. The City of Perris has determined that, per the State CEQA Guidelines, each of the CEQA threshold considerations are separate and independent criteria substantiating the significance of the Project’s potential GHG emissions impacts. A project may exceed quantitative thresholds but still be consistent with applicable climate plans and GHG reduction strategies – as is the case for the Project considered here. The Draft EIR properly identifies a significant and unavoidable impact for threshold a (GHG emissions) and a less than significant impact for threshold b (plan consistency). The analysis and conclusions of the Draft EIR are not affected by this comment and revisions to the Draft EIR are not required.

Response to Comment A-5:

The commenter asserts that the Draft EIR does not provide GHG mitigation to the extent feasible. The commenter then suggests additional mitigation that the commenter claims would substantially reduce Project GHG emissions. The City of Perris disagrees with both claims. Under CEQA, mitigation measures must be effective, feasible, roughly proportional to the impacts of the Project, enforceable, supported by substantial evidence, and not otherwise required by regulation or law. The commenter’s specific suggested mitigation measures are discussed in additional detail below.

The commenter first suggests that the City require the applicant to mandate via tenant lease agreements that vendors prioritize hybrid or zero-emission delivery trucks as they become available. However, the vast majority of the Project trips would be destination trips generated by Project employees and patrons. Vendor trips would not comprise a substantial source of Project GHG emissions. Additionally, the City considers imposition, monitoring, and quantification of such lease restrictions to be infeasible because enforcement and monitoring the implementation of such activities and would pose an administrative burden that could not be met by the City’s available resources. For these reasons, lease restrictions suggested by the commenter are not a feasible measure that would demonstrably reduce Project GHG emissions.

The commenter also suggests that the Project contract with fleets using clean-fuel vehicles such as renewable diesel or hybrid-electric trucks. However, “fleet vehicles” do not comprise a substantial portion of the expected Project traffic or Project mobile-source GHG emissions. Additionally, the State already requires implementation of clean vehicle technologies through a number of regulatory mechanisms, including Advanced Clean Fleets. These measures collectively reduce State-wide GHG emissions in a well-regulated and enforceable manner. The commenter’s suggested measure is considered redundant of existing State requirements and would not measurably reduce Project GHG emissions beyond reductions that would be achieved under existing and proposed regulations.

Lastly, the commenter suggests that the project provide on-site charging infrastructure to support zero-emission vehicles. On-site charging infrastructure is already required under the California Green Building Standards Code (CALGreen) (see Draft EIR pages 3-20, 3-23, 4.1-8, 4.2-21, et al.) and is already incorporated into the Project design. The commenter's suggested measure is redundant of existing regulations and would not meaningfully reduce Project GHG emissions. No revisions to the Draft EIR are required.

Response to Comment A-6:

The commenter incorrectly asserts that the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) is not the relevant basis for the Draft EIR evaluation of Project consistency with applicable plans. The 2022 Scoping Plan builds on previous Plans and introduces new approaches and technologies to achieve its goals and is, therefore, the most relevant basis for the Draft EIR's consistency analysis. The commenter cites GHG/per capita targets established by the State. These are Statewide metrics, not local or project-specific mandates. As discussed in the Draft EIR and within these responses, the City of Perris supports Statewide GHG emissions reduction strategies via the City of Perris Climate Action Plan (CAP). The Draft EIR substantiates the Project is consistent with the City CAP (Draft EIR pages 4.2-31, 4.2-32). By extension, the Project would support and be consistent with Statewide GHG emissions reduction strategies. No revisions to the Draft EIR are required.

Response to Comment A-7:

The commenter asserts that the Project's GHG impacts must be fully mitigated and that the Project include fair-share mitigation for all cumulative impacts. The commenter suggests additional mitigation measures to reduce GHG emissions associated with the Project, including additional building design strategies including additional solar and zero-emission vehicle fleets as well as carbon offsets.

The commenter also suggests adopting energy-saving features such as electric-powered construction equipment, solar water heaters, and automatic light switches. The Project is required to implement energy-efficient street lighting (PVCCSP EIR mitigation measure MM Air 19) and an increase in each building's energy efficiency by 15 percent beyond Title 24 requirements (PVCCSP EIR mitigation measure MM Air 20). As conditions of approval for the Project, the Project would also implement the sustainability features identified in Section 3.6.5 of the Draft EIR, which include additional requirements for energy-efficient building lighting. As further described below, the Project applicant would encourage solar-ready roofs that support both photovoltaic and solar thermal systems, per Section 110.10 of the California Energy Code and when approval is obtained from the Riverside County Airport Land Use Commission (ALUC). Solar water heaters would be encouraged where excessive hot water demand exists. The commenter's request for electric construction equipment is also addressed by PVCCSP EIR mitigation measure MM Air 6, which requires the use of alternative fueled off-road construction equipment. Therefore, the Draft EIR includes mitigation and the Project includes design features that align with the energy-saving goal of the measures identified in this comment.

Pursuant to Section 5.106.5.3 of the CALGreen Code, 98 of the automobile parking spaces (20 percent of total) would be capable of supporting electric vehicle charging infrastructure, and 25 percent of those designated parking spaces (25 spaces) would provide infrastructure for the charging of electric vehicles at the time that the Project opens. While more EV parking spaces and charging equipment could be provided in the future, this would be based on actual demand and a substantial increase in the number of electric passenger vehicles registered and operating within California and western Riverside County. Providing more EV spaces than current demand would create parking deficits for non-electric passenger vehicles and would not result in quantifiable reductions in energy use and GHG emissions.

The Project would be required to comply with Section 140.10 of the California Energy Code, which mandates photovoltaic systems for nonresidential buildings, such as the shopping center’s retail pads and self-storage units, unless specific applicable exemptions or constraints apply. However, the exact roof area available for solar panel installation cannot be determined at this stage due to unknown owners and tenants and their specific roof equipment needs. Additionally, all solar installations are subject to ALUC approval to ensure no glare hazards to aviation near March ARB/IPA. To maximize solar use while addressing these constraints, the Project applicant intends to encourage designing all retail and self-storage buildings with solar-ready roofs, where applicable per Section 110.10, including designated solar zones, structural capacity for photovoltaic systems, and conduit pathways for future installations. As part of this process, glare hazard analyses would be prepared for proposed photovoltaic systems during tenant/owner-specific design phases to secure ALUC approval and incorporate design features as necessary to minimize glare. Owners would be encouraged to install solar equipment that exceeds Section 140.10 requirements, where roof space and ALUC approvals allow. These measures ensure compliance with Title 24 requirements and increase photovoltaic potential, reducing GHG emissions. Because future tenants are not known, exact GHG reductions will depend on tenant designs and ALUC-approved installations, to be quantified in future permit submittals. The Project’s commitment to incorporate photovoltaic systems as described here has been clarified in the proposed sustainability features in Section 3.6.5, which would be required as conditions of approval for the Project.

This comment also recommends that the City require the applicant to buy clean power for the warehouse’s remaining electricity usage that it is unable to produce through solar power on-site. However, the Project is a commercial development that does not include any warehouse uses.

As further described in Response to Comment A-5, the Project includes design features intended to reduce GHG emissions and is required to implement feasible mitigation adopted for the Perris Valley Commerce Center Specific Plan EIR.

A project is required to mitigate its contribution to cumulative impacts only to the extent that mitigation is feasible. For GHG emissions, feasible mitigation for Project-specific impacts is also the feasible extent for mitigation of the Project’s contribution to cumulative GHG impacts. As discussed in Response to Comment A-5, mitigation measures must be effective, feasible, roughly proportional to the impacts of the Project, enforceable, supported by substantial evidence, and not otherwise required by regulation or law. The Project’s GHG impacts are largely attributable to vehicular “tailpipe” emissions from employees and visitors that cannot be mandated by the City or Project applicant beyond existing regulatory requirements. As a result, the commenter’s request for renewable energy generation on the Project site is not roughly proportional to the impacts of the Project. Regardless, as discussed above, the Project would incorporate solar power pending building owner specifics and ALUC approval. The Project’s commitment to incorporate photovoltaic systems has been clarified in the proposed sustainability features in Section 3.6.5, which would be required as conditions of approval for the Project. No revisions to the Draft EIR mitigation measures are required.

#### Response to Comment A-8:

The commenter correctly notes that GHG reductions achieved through the Draft EIR mitigation measures have not been quantified. This is because, at this time, there is no reliable or accepted methodology to definitively quantify these reductions. Accordingly, the Draft EIR assumes no reductions and correctly discloses the Project’s quantified GHG emissions impacts as significant and unavoidable. The commenter asserts that additional mitigation is available that would substantially reduce the

Project GHG emissions, such as onsite renewable energy generation. However, as discussed in Response to Comment A-5 and Response to Comment A-7, in the absence of building owner and tenant specifics, the scope and extent of solar panel implementation cannot be definitively quantified at this time, and impacts would remain significant and unavoidable. The Project's commitment to incorporate photovoltaic systems has been clarified in the proposed sustainability features in Section 3.6.5, which would be required as conditions of the Project. The Draft EIR also proposes other mitigation measures that are feasible in light of the practical constraints noted here. No revisions to the Draft EIR mitigation measures are required.

Response to Comment A-9:

The commenter correctly notes flexibility in the language of PVCCSP EIR mitigation measures MM Air 6 and MM Air 20 due to an inability to foresee future conditions that would ultimately shape the formulation and implementation of these measures. The Draft EIR also recognizes that although these measures would generally reduce emissions, the resulting reductions cannot be definitively quantified. Accordingly, the Draft EIR does not assume any emissions reductions from these mitigation measures and correctly discloses impacts as significant and unavoidable. No revisions to the Draft EIR are required.

Response to Comment A-10:

The commenter suggests that the City require the applicant to purchase carbon offsets as a GHG emissions mitigation measure. Refer to Response to Comment A-5 regarding mitigation requirements. At this time, there is no City program allowing for purchase of carbon offsets. This measure is therefore not available to the applicant and is, on this basis, infeasible. No revisions to the Draft EIR are required.

Response to Comment A-11:

The commenter summarizes previous statements and asserts that the project fails to require all feasible mitigation. The City of Perris disagrees. The Draft EIR and responses provided herein substantiate inclusion of available and feasible mitigation conforming to CEQA mitigation requirements. The Project would incorporate the required PVCCSP EIR mitigation measures and additional project-specific features to reduce GHG emissions and energy consumption. The Project's commitment to incorporate photovoltaic systems has been clarified within the proposed sustainability features in Section 3.6.5, which would be required as conditions of approval for the Project.

## Comment Letter B – Riverside County Flood District

**From:** McKinney, Elsa <EMcKinne@rivco.org>  
**Sent:** Thursday, March 13, 2025 10:28 AM  
**To:** Mathew Evans  
**Cc:** McNeill, Amy; Cornelius, William  
**Subject:** Perris Gateway Project SPA 22-05280-Due 3/6/2025  
**Attachments:** 261151.pdf; 3231\_001.pdf; 258094\_[E0418E4A-DF37-CEAC-871E-919EA5000000].pdf; 2513\_001.pdf

Good morning Mathew,

Attached you will find a copy of Riverside County Flood Control’s comments pertaining to the above-mentioned project.

B-1

Should you have any questions please feel free to contact us.

*\*please include, Amy McNeill ([ammcneil@rivco.org](mailto:ammcneil@rivco.org)), Elsa McKinney ([emckinne@rivco.org](mailto:emckinne@rivco.org)), and William (Michael) Cornelius ([wmcornel@RIVCO.ORG](mailto:wmcornel@RIVCO.ORG)) to the City’s distribution list for Flood Control. [This way we can ensure a timely response even if one of us is out of the office.](#)*

Kind Regards,



Elsa McKinney  
Engineering Tech I, Development Review  
[Riverside County Flood Control & Water Conservation District](#)  
[emckinne@rivco.org](mailto:emckinne@rivco.org)  
1995 Market Street, Riverside, CA 92501  
951.955.2878



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County of Riverside California

JASON E. UHLEY  
General Manager-Chief Engineer



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RIVERSIDE, CA 92501  
951.955.1200  
951.788.9965 FAX  
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

261151

March 13, 2025

City of Perris  
Planning Department  
135 North D Street  
Perris, CA 92570

Attention: Mathew Evans

Re: Perris Gateway Project SPA 22-05280, DPR  
22-00028, DPR 23-00021, CUP 22-05295,  
CUP 24-05141, CUP 24-05142, TPM 38567,  
TPM 38985, APNs 314-170-020,  
314-180-023 and 314-180-024

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received February 3, 2025. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

B-2

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely, Perris Valley Master Drainage Plan Line F Basin to protect the site from offsite flows. The basin is located to the northwest of the site. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
- This project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or

City of Perris

- 2 -

March 13, 2025

Re: Perris Gateway Project SPA 22-05280, DPR 22-00028, DPR 23-00021, CUP 22-05295, CUP 24-05141, CUP 24-05142, TPM 38567, TPM 38985, APNs 314-170-020, 314-180-023 and 314-180-024

261151

finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

- This project is located within the limits of the District's Perris Valley San Jacinto River Homeland/Romoland Line A Homeland/Romoland Line B Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Perris Valley Master Drainage Plan Line F and Perris Valley Master Drainage Plan Line E. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.
- The District's previous comments dated August 29, 2024 are still valid.

**GENERAL INFORMATION**

The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document, and/or Mitigation Monitoring and Reporting Program, and with all other federal, state, and local environmental rules and regulations that may apply, such as, but not limited to, the Multiple Species Habitat Conservation Plan (MSHCP), Sections 404 and 401 of the Clean Water Act, California Fish and Game Code Section 1602, and the Porter Cologne Water Quality Control Act. The District's action associated with the subject project triggers evaluation by the District with respect to the applicant's compliance with federal, state, and local environmental laws. For this project, the Lead Agency is the agency in the address above, and the District is a Responsible Agency under CEQA. The District, as a Co-permittee under the MSHCP, needs to demonstrate that all District related activities, including the actions identified above, are consistent with the MSHCP. This is typically achieved through determinations from the CEQA Lead Agency (if they are also a Co-permittee) for the project. For the MSHCP, the District's focus will be particular to Sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3, and Appendix C of the MSHCP. Please include consistency determination statements from the Lead Agency/Co-permittee for the project for each of these sections in the CEQA document. The District may also require that an applicant provide supporting technical documentation for environmental clearance.

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

Very truly yours,

AMY MCNEILL  
Engineering Project Manager

B-2  
cont.

Attachment  
EM:bs



**NOTICE OF AVAILABILITY  
THE PERRIS GATEWAY PROJECT  
DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR)  
SCH NO. 2024080050**

January 31, 2025

**Project Title:** The Perris Gateway Project - Environmental Impact Report/SCH No. 2024080050, Specific Plan Amendment (SPA) 22-05280, Tentative Parcel Map (TPM's) No. 38567 and 38985, Conditional Use Permits (CUP's) 22-05295, 24-05141, and 24-05142, and Development Plan Review's (DPR's) 22-00028 and 23-00021.

**Lead Agency:** City of Perris  
101 North D Street  
Perris, CA 92570  
Contact: Mathew Evans, Project Planner, (951) 943-5003, Ext 115, [mevans@cityofperris.org](mailto:mevans@cityofperris.org)

**Project Location - City:** Perris

**Project Location - County:** Riverside

**NOTICE IS GIVEN** by the City of Perris, as the lead agency pursuant to the California Environmental Quality Act (CEQA), that the Perris Gateway Project Draft Environmental Impact Report (EIR) is available for public review and comment. Comments on the Draft EIR will be received for 45 days, commencing on January 31, 2025, and ending at 5:00 p.m. on March 17, 2025, after which a final EIR will be prepared containing comments and responses to comments that, together with the Draft EIR, will form the final EIR. The City of Perris City Council will use the final EIR to consider the proposed Perris Gateway Project, described below.

**PROJECT LOCATION:**

The Project site is located in the City of Perris (City), in Riverside County (County), California, near Ramona Expressway and Webster Avenue. The Project site consists of approximately 20.28 acres and contains disturbed vacant land previously used for agricultural purposes. Ramona Expressway generally bounds the Project site to the south, Interstate (I-) 215 to the west, and Webster Avenue to the east. It is located approximately 6.5 miles south of State Route (SR) 60, and approximately one mile south of March Air Reserve Base/Inland Port Airport (March ARB/IPA). The Project site is within the Perris Valley Commerce Center area of the City, the March ARB/IPA Airport Influence Area Boundary, and the City's Airport Overlay Zone. The Project site comprises Assessor's Parcel Numbers (APN)s 314-170-020, 314-170-023, and 314-180-024.

**PROJECT DESCRIPTION:**

The proposed Project involves constructing and operating a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash. Specifically, the Project would include 80,478 square feet of self-storage use across 22 buildings, two 6,000-square-foot sit-down restaurants, six drive-through fast-food restaurants comprised of 18,400 square feet of building area, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425-square-foot automated car wash building.

The City of Perris requires the following permits and discretionary actions to implement the proposed Project:

- **Certification of EIR 2024080050** with the determination that the EIR has been prepared in compliance with the requirements of CEQA.
- **Specific Plan Amendment SPA 22-05280** to amend the Perris Valley Commerce Center Specific Plan (PVCCSP) to add self-storage as a conditionally permitted use within the PVCCSP Commercial land use designation.
- **Development Plan Review DPR 22-00028 and DPR23-00021** to approve the proposed western and eastern site development plans.
- **Conditional Use Permit CUP 22-05295, CUP 24-05141, and CUP 24-05142** to allow self-storage uses, drive-through services, and gas station uses with alcohol sales for off-site consumption on the site.

- **Tentative Parcel Map No. 38567 and 38985** to **subdivide** the existing two-parcel western site into four parcels and the existing one-parcel eastern site into four parcels.

**SIGNIFICANT IMPACTS:**

The Draft EIR identifies potentially significant impacts in the following CEQA environmental issue areas: air quality; biological resources; cultural resources; geology and soils; greenhouse gas emissions; tribal cultural resources; and cumulative effects. As described in the Draft EIR, many of these impacts can be fully mitigated, but some cannot and would remain significant and unavoidable. Unavoidable impacts include effects on air quality (4.1), greenhouse gas emissions (4.2), and cumulative impact on air quality and greenhouse gas emissions.

**HAZARDOUS MATERIALS/WASTE ON SITE:**

The Project site contains no sites listed on State databases compiled under California Government Code Section 65962.5.

**PUBLIC REVIEW PROCESS:**

This Notice of Availability, consistent with Sections 15086 and 15087 of the State CEQA Guidelines, is to consult with and request comments on the Draft EIR’s environmental analyses from responsible agencies, organizations, and interested parties.

B-3  
cont.

**Document Availability:**

The Draft EIR is available for review during normal business hours (8:30 a.m. to 5:00 p.m.), Monday through Friday, at the City of Perris Planning Division, 135 North D Street, Perris, CA 92570. The Draft EIR is also available for review or download at the City of Perris website:

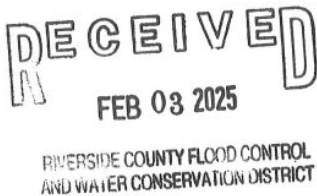
*Draft EIR and Technical Appendices*

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>

**Public Comment Period:** Comments on the Draft EIR will be received for 45 days, commencing on January 31, 2025, and ending at 5:00 p.m. on March 17, 2025. All comments on the Draft EIR must be received by the City by 5:00 pm on March 17, 2025, to be considered. Pursuant to Section 15088a of the CEQA Guidelines, late comments will be considered only at the City’s discretion. Comments must be directed to:

**Mathew Evans** - Project Planner  
City of Perris Planning Division  
135 North D Street  
Perris, CA 92570  
[mevans@cityofperris.org](mailto:mevans@cityofperris.org)

**Public Hearing:** Written and oral comments regarding the Draft EIR may also be submitted at public hearings that will be held before the City of Perris Planning Commission and City Council. The date, time, place, and format of future public hearings will be appropriately notified per City and CEQA requirements. Notices advertising public hearing dates will be provided separately.



JASON E. UHLEY  
General Manager-Chief Engineer



1995 MARKET STREET  
RIVERSIDE, CA 92501  
951.955.1200  
951.788.9965 FAX  
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

258094

August 29, 2024

City of Perris  
Planning Department  
135 North D Street  
Perris, CA 92570

Attention: Mathew Evans

Re: Perris Gateway Project SPA 22-05280  
DPR 22-00028, 23-00021, CUP 22-05295,  
CUP 24-05141, CUP 24-05142,  
TPM 22-05279 (38567) TPM 24-05150  
(38985), APNs 314-170-020, 314-180-023  
and 314-180-024

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received August 2, 2024. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely, Perris Valley Master Drainage Plan Line F Basin to protect the site from offsite flows. The basin is located to the northwest of the site. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
- This project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of

B-4

City of Perris

- 2 -

August 29, 2024

Re: Perris Gateway Project SPA 22-05280  
DPR 22-00028, 23-00021, CUP 22-05295,  
CUP 24-05141, CUP 24-05142,  
TPM 22-05279 (38567) TPM 24-05150  
(38985), APNs 314-170-020, 314-180-023  
and 314-180-024

258094

the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

- This project is located within the limits of the District's Perris Valley San Jacinto River Homeland/Romoland Line A Homeland/Romoland Line B Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Perris Valley MDP Line F and Perris Valley MDP Line E. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.
- The District's previous comments are still valid.

**GENERAL INFORMATION**

The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document, and/or Mitigation Monitoring and Reporting Program, and with all other federal, state, and local environmental rules and regulations that may apply such as but not limited to the Multiple Species Habitat Conservation Plan (MSHCP), Section 404 and 401 of the Clean Water Act, California Fish and Game Code Section 1602, and Porter Cologne Water Quality Control Act. The District's action associated with the subject project triggers evaluation by the District with respect to applicant's compliance with federal, state and local environmental laws. For this Project, the Lead Agency is the City of Riverside, and the District is a Responsible Agency under CEQA. The District, as a Co-permittee under the MSHCP, needs to demonstrate that all District related activities, including the actions identified above, are consistent with MSHCP. This is typically achieved through determinations from the CEQA Lead Agency (if they are also a Co-permittee) for the project. For the MSHCP, the District's focus will be particular to sections 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.3.7, 7.5.3 and appendix C of the MSHCP. Please include consistency determination statements from the Lead Agency/Co-permittee for the project for each of these sections in the CEQA document. The District may also require that an applicant provide supporting technical documentation for environmental clearance.

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,



AMY MCNEILL  
Engineering Project Manager

B-4  
cont.

EM:bjj



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
AND NOTICE OF A PUBLIC SCOPING MEETING  
PERRIS GATEWAY PROJECT

RECEIVED  
AUG 02 2024

RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

B-5

**Date:** August 2, 2024

**To:** State Clearinghouse, Property Owners, Responsible and Trustee Agencies, and Interested Parties

**From:** City of Perris Development Services Department, Planning Division  
101 North D Street  
Perris, CA 92570

**Subject:** **Notice of Preparation and Public Scoping Meeting Notice for the preparation of a Draft Environmental Impact Report for the Perris Gateway Project – Specific Plan Amendment (SPA) 22-05280; Development Plan Reviews (DPR's) 22-00028 and 23-00021; Conditional Use Permits (CUPs) 22-05295, 24-05141 and 24-05142; and Tentative Parcel Maps (TPMs) 22-05279 (38567) and 24-05150 (38985)**

**Scoping Meeting:** August 7, 2024 at 6:00 p.m.  
Perris City Council Chambers  
101 North D Street  
Perris, CA 92570

**Notice of Preparation Comment Period:** August 2, 2024 through September 3, 2024

**Project Title:** Perris Gateway Project

**Project Applicant:** Optimus Building Corporation  
445 S. D Street  
Perris, CA 92570

**Notice of Preparation of a Draft Environmental Impact Report**

The City of Perris (City) will be the Lead Agency pursuant to the California Environmental Quality Act (CEQA) and will be responsible for the preparation of a Draft Environmental Impact Report (EIR) for the proposed Perris Gateway Project (Project). An Initial Study has been prepared and the City has determined that an EIR is required for the Project based on its potential to cause significant environmental effects (State CEQA Guidelines Sections 15060 and 15081). The City requests input from you or your agency or organization as to the scope and content of the environmental information that is relevant to your agency or organization's statutory responsibilities or interests in connection with the proposed Project.

Perris Gateway Project  
Notice of Preparation

August 2, 2024  
Page 2 of 7

This Notice of Preparation identifies the Project applicant, contains a description of the proposed Project including Project setting and location, and identifies the potential environmental effects of the proposed Project. A project location map is included in this Notice of Preparation. Additional information regarding the potential environmental effects of the Project is available in the Initial Study prepared for the proposed Project.

Due to time limits mandated by State law, your response must be received at the earliest possible date, **but not later than 30 days** after receipt of this Notice of Preparation. The public comment period for this Notice of Preparation begins on **August 2, 2024** and is set to close at 5:00 p.m. on **September 3, 2024**.

Please send written comments to **Mathew Evans**, Contract Principal Planner, at the City of Perris Development Services Department address shown above or via email to **mevans@cityofperris.org**. Please include the name and contact person of the commenting individual, agency, or organization

**Project Information**

**I. PROJECT SITE LOCATION AND SETTING**

B-5  
cont.

The Project site is located in the City of Perris (City), in Riverside County, California, northwest of the intersection of Ramona Expressway and Webster Avenue (see Figure 1, *Aerial Photograph*, attached at the end of this Notice of Preparation). The Project site includes approximately 20 acres of undeveloped land (Assessor’s Parcel Numbers **314-170-020, 314-170-023, and 314-180-024**) and is generally bounded by an existing warehouse on the north, Ramona Expressway on the south, the on ramp to Interstate 215 on the west, and Webster Avenue on the east. The Project site is within the boundaries of the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. **314-170-020, 314-180-023 & 314-180-024**

The Project site can generally be characterized as disturbed vacant land that was previously used for agricultural purposes. The Project site is generally flat with an elevation between 1,480 and 1,500 feet above mean sea level. The existing General Plan land use designation and zoning for the Project site is PVCC SP - Perris Valley Commerce Center Specific Plan and the Perris Valley Commerce Center Specific Plan (PVCCSP) land use designation for the Project site is Commercial. Land uses surrounding the Project site include a mix of commercial, light industrial, and residential land uses in varying states of development. The PVCCSP designates the areas east and south of the Project site as Commercial, the areas to the north and southeast as Light Industrial, a small parcel at the northernmost Project site boundary as Business Professional Office, and the parcels northeast as Residential.

The Project site is located approximately one mile south of March Air Reserve Base/Inland Port Airport and is located within Airport Compatibility Zone C1 (Primary Approach/Departure Zone) for the airport. Airport Compatibility Zone C1 is a primary approach/departure zone with limited residential land uses and prohibits noise sensitive land uses and other uses which would cause hazards to flight. The Project site is located within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) but is not located within any MSHCP Criteria Cell or designated conservation area.

Perris Gateway Project  
Notice of Preparation

August 2, 2024  
Page 3 of 7

## II. PROJECT BACKGROUND

On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the Perris Valley Commerce Center planning area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended, with Amendment No. 14 occurring in March 2023. In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086).

## III. PROJECT DESCRIPTION

The proposed Project involves City approval of a Specific Plan Amendment, Development Plan, Conditional Use Permits, and Tentative Parcel Maps to allow the construction and operation of a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash. Figure 2, *Site Plan*, presents the conceptual site plan for the proposed Project. The Project is anticipated to be constructed in one phase over approximately 19 months. A more detailed description of the Project components is provided in Section 1.5 of the Initial Study.

B-5  
cont.

**Specific Plan Amendment.** The proposed amendment to the PVCCSP would add self-storage facilities to the list of conditionally permitted uses within the Commercial land use designation provided in Table 2.0-2 of the PVCCSP.

**Development Plan.** In total, the Project proposes the development of 126,342 square feet of building area across the proposed land uses. Specifically, the Project would include 80,478 square feet of self-storage use across 22 buildings, two 6,000-square-foot sit-down restaurants, six drive-through fast-food restaurants comprised of 18,400 square feet of building area, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425-square-foot automated car wash building. The proposed buildings would be a maximum of 45 feet in height above the exterior finished grade.

Vehicular access to the Project site would be provided via four driveways on Ramona Expressway and two driveways on Webster Avenue. Two of the driveways on Ramona Expressway and one of the driveways on Webster Avenue would be right-in, right-out only and the remaining intersections would be full access driveways. The proposed Project would include roadway improvements for Ramona Expressway and Webster Avenue, including a curb cut on Ramona Expressway for a future bus stop planned by the Riverside Transit Agency, construction of Ramona Expressway at its ultimate half-section pavement width as an Expressway (184-foot right-of-way) from Nevada Avenue to Webster Avenue, and other minor improvements to accommodate Project driveways. Parking would be provided by 486 automobile parking stalls on-site.

The proposed Project includes landscape coverage of approximately 10 percent of the eastern-most parcel on the Project site and approximately 23 percent of the two western parcels of the Project site. New sources of light would primarily include parking lot lighting, outdoor security lighting for the proposed buildings, and lighted signage. A six-foot-high masonry wall would be constructed along the western edge of the Project site adjacent to I-215 and the existing screen wall along the northern edge of

Perris Gateway Project  
Notice of Preparation

August 2, 2024  
Page 4 of 7

the Project site that provides separation of the Project site and adjacent warehouse uses for privacy, noise control, and security would be maintained in its existing condition.

The Project would include the installation of on-site storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed Project. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed within the public right-of-way adjacent to the Project site.

**Conditional Use Permits (CUPs).** The Project includes self-storage, drive-through restaurant, and gas station uses, which require the issuance of Conditional Use Permits to allow for these uses on a site designated as Commercial under the PVCCSP.

**Tentative Parcel Map (TPM).** The Project proposes TPM No. 38576 to re-subdivide the two western parcels of the Project site into four parcels and TPM No. 38985 to re-subdivide the eastern parcel of the Project site into four parcels.

#### IV. REQUIRED ENTITLEMENTS/APPROVALS

Pursuant to the provisions of CEQA and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Perris, as the Lead Agency, is charged with the responsibility of deciding whether to approve the proposed Project. As identified above, the following permits and discretionary actions are required by the City of Perris to implement the proposed Project:

- **Development Plan Review** for the site plans and building elevations;
- **Certification of an EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- **Tentative Parcel Maps** to re-subdivide the existing three-parcel Project site into eight new parcels;
- **Specific Plan Amendment** to amend the PVCCSP to conditionally allow self-storage uses within the Commercial land use designation; and
- **Conditional Use Permits** to allow for self-storage uses, drive-through restaurants, and gas station uses with alcohol sales for off-site consumption on the site.

Other non-discretionary actions anticipated to be taken by the City at the staff level for 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 of all plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan to mitigate post-construction runoff flows.

B-5  
cont.

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;
- A determination by the **Riverside County Airport Land Use Commission (ALUC)** of consistency with the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP);
- **South Coast Air Quality Management District** permit to construct and operate stationary sources of air contaminants;
- Approval of Water Supply Assessment and water and sewer improvement plans by the **Eastern Municipal Water District**; and
- Permits or associated approval by other utility agencies as necessary, for installation of new utility infrastructure or connections to existing facilities.

**V. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT**

B-5  
cont.

The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCCP planning area were anticipated. As stated in Section 15168(d)(3) 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 Project will be based on, or tiered from, the analysis presented in the PVCCSP EIR, when applicable.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. In conjunction with certification of the PVCCSP EIR, the City adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects in the Specific Plan area. The City requires that future development projects in the Specific Plan area comply with the required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures as outlined in the MMRP, and that these requirements are implemented in a timely manner.

The Draft EIR for the proposed Project will contain a detailed Project Description, a description of the existing environmental setting of the Project Site and surrounding area, analysis of Project-specific environmental impacts, analysis of cumulative impacts, identification of additional project-specific mitigation measures required to reduce potentially significant impacts, and an analysis of alternatives to the Project that could reduce one or more of the potentially significant impacts of the Project.

The City has prepared an Initial Study and determined that an EIR is required for the proposed Project based on its potential to cause significant environmental effects. The Initial Study found that the following environmental topics would result in less than significant environmental impacts; and therefore, will not be further analyzed in the Draft EIR:

Perris Gateway Project  
Notice of Preparation

August 2, 2024  
Page 6 of 7

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

The Initial Study prepared for the proposed Project also identified environmental topics for which the Project has potential to cause significant environmental effects, but those effects would be mitigated below a level of significance with incorporation of mitigation measures. The following environmental topics would result in less than significant environmental impacts with implementation of the identified mitigation measures; and therefore, will not be further analyzed in the Draft EIR:

- Biological Resources
- Cultural Resources
- Geology and Soils
- Tribal Cultural Resources

The analysis to be provided in the forthcoming Draft EIR, and its supporting technical studies, will address potentially significant impacts and identify mitigation measures as necessary for the following environmental topics:

- Air Quality
- Greenhouse Gas Emissions

B-5  
cont.

**VI. PUBLIC MEETING**

As identified above, the City of Perris will conduct a Draft EIR scoping meeting with the City of Perris Planning Commission on:

August 7, 2024 at 6:00 p.m.  
Perris City Council Chambers  
101 N. D Street  
Perris, CA 92570

At the meeting, the City will provide background information on EIRs, provide a brief overview of the Project, and will solicit public input on environmental issues to be addressed in the Draft EIR and on items of public concern. Issues identified during the scoping meeting will be addressed in the Draft EIR as appropriate.

**VII. RESPONSE TO THIS NOTICE OF PREPARATION**

This Notice of Preparation, as well as the Initial Study for the proposed Project, is available for review on the City’s website at: <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>.

Copies of the Notice of Preparation and Initial Study are also available for review at the Downtown Library and at the City of Perris Development Services Department located at 135 N. D Street, Perris, CA 92570.

Perris Gateway Project  
Notice of Preparation


August 2, 2024  
Page 7 of 7

B-5  
cont.

Please provide written comments to the City of Perris no later than 30 days from receipt of this Notice of Preparation, by September 3, 2024. According to State CEQA Guidelines Section 15082(b), your comments should address the scope and content of environmental information related to your agency's area of statutory responsibility. More specifically, your response should identify the significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the Draft EIR as well as whether your agency will be a responsible or trustee agency, as defined in State CEQA Guidelines Sections 15381 and 15386, respectively. Please return all comments to the following address or email:

**Mathew Evans**, Project Planner  
City of Perris Development Services Department, Planning Division  
135 N. D Street  
Perris, CA 92570  
Email: [mevans@cityofperris.org](mailto:mevans@cityofperris.org)

Signature:



Mathew Evans, Project Planner

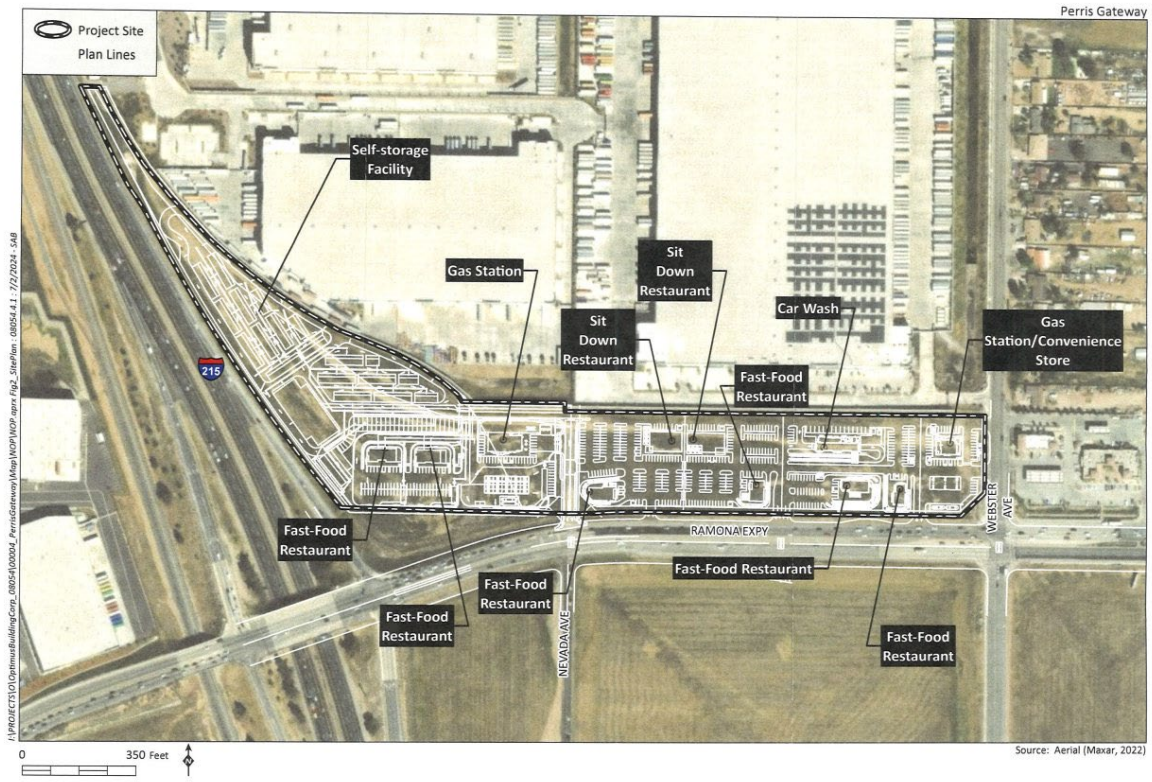
The City of Perris appreciates your attention to this Notice of Preparation.



**HELIX**  
Environmental Planning

## Aerial Photograph

Figure 1



**HELIX**  
Environmental Planning

**Site Plan**  
Figure 2

## **Response to Comment Letter B – Riverside County Flood District**

### Response to Comment B-1:

This comment is introductory in nature. No environmental issues are raised by this comment and no further response is required. No further response is required.

### Response to Comment B-2:

The Project applicant has been, and is continuing to, consult with the Riverside County Flood District related to Project design conditions and facility maintenance. As discussed in Appendix A to the Draft EIR, the Project would not exceed the stormwater capacity of existing drainage infrastructure. No environmental issues are raised by this comment and no further response is required.

### Response to Comment B-3:

This attachment is the Draft EIR's Notice of Availability and provides no specific comments regarding the environmental issues discussed in the Draft EIR. No further response is required.

### Response to Comment B-4:

The Project applicant has been, and is continuing to, consult with the Riverside County Flood District related to Project design conditions and facility maintenance. As discussed in Appendix A to the Draft EIR, the project would not exceed the stormwater capacity of existing drainage infrastructure. No environmental issues are raised by this comment and no further response is required.

### Response to Comment B-5:

This attachment is the Draft EIR's Notice of Preparation and provides no specific comment regarding the environmental issues discussed in the Draft EIR. No further response is required.

## Comment Letter C (LATE) – California Department of Transportation (Caltrans)

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

### California Department of Transportation

DISTRICT 8  
464 WEST 4TH STREET  
SAN BERNARDINO CA, 92401  
(909) 925-7520  
[www.dot.ca.gov](http://www.dot.ca.gov)



March 28, 2025

Route & Postmile #: SR 215/ 30.946  
Cross Street: I-215 & Ramona Expy  
GTS ID: 35436  
SCH #: 2024080050

City of Perris  
Planning Division  
Attn: Mathew Evans  
135 N. D St.  
Perris, CA 92570

**Subject: Caltrans Local Development Review – The Perris Gateway Project Draft EIR - APN: 314-180-024, 314-180-023, 314-170-020**

C-1

The California Department of Transportation (Caltrans) Local Development Review (LDR) branch has completed the review of the Perris Gateway Project Draft EIR located on the northeast corner of the I-215 and Ramona Expressway in the City of Perris, California.

The proposed project involves the construction and operation of a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations with convenience stores, and a car wash. Specifically, the project will include 80,478 square feet of self-storage space across 22 buildings, two sit-down restaurants of 6,000 square feet each, six drive-through fast-food restaurants totaling 18,400 square feet, 32 vehicle fueling positions across two gas stations, including 10,039 square feet of convenience store space, and a 5,425-square-foot automated car wash building.

C-2

Given the close proximity of the proposed development to Caltrans' right-of-way (R/W), it is likely that impacts to the State Highway System will occur, which will require mitigation. As such, the issuance of a Caltrans Encroachment Permit should be anticipated. Please note that the comments provided, based on the most recent submittal, are considered preliminary and may be subject to revision as site development progresses and additional information becomes available. As part of the upcoming Encroachment Permit application process, the project applicant is required to submit this letter to the Office of Encroachment Permits.

C-3

Based on the information provided in the Perris Gateway Project Draft EIR and its associated documents, we are submitting the following comments and recommendations for your consideration:

"Improving lives and communities through transportation"

**C-4** **Vehicle Miles Traveled**  
 We appreciate the preparation of the VMT Screening Evaluation and agree that the project meets the Local-Serving Land Use criteria. The project would offer more opportunities for residents and employees to shop, dine, and access services closer to home and work, thereby effectively reducing VMT. Caltrans has a responsibility to help California achieve a carbon-neutral future by the year 2045. The Caltrans Strategic Plan for 2020-2024 calls for Caltrans to enhance and connect the multimodal transportation network and to lead Climate Action. We recommend that the City of Perris consider connecting the proposed project to the existing public transit, bicycle lane and pedestrian networks. This would help encourage the use of alternative modes of transportation, thereby promoting a reduction in VMT and supporting state goals.

**C-5** **Traffic Forecasting and Analysis**  
 the Branch of Traffic Forecasting and Analysis completed the review of the Perris Gateway Project. We have the following comments:

Traffic Impact Analysis

1. The Appendices are completely absent, and none of the Attachments listed at the end of the TIA are referenced in the Appendices section.
2. 2.2 - Intersection Capacity Analysis references the 6th edition of the Highway Capacity Manual. The latest version is the 7th edition.
3. 4.5 - The latest adopted SCAG RTP/SCS is 2024.
4. Table 2-3 - The analysis should clarify which intersections utilized Urban vs. Rural warrant criteria and consider pedestrian and bicycle volumes, especially near commercial access points.
5. 2.5 - Verify if any intersections (e.g., those along Ramona Expressway or near I-215 ramps) might have qualified for the LOS E exception. If so, discuss why the LOS D standard was applied instead.
6. 3.4 - Please provide the specific dates of the counts and confirm they did not occur during holidays or special events. It would also help to verify the local schools' bell schedules to ensure accurate analysis of school-related traffic.
7. Table 3-1 - Please refer to the most current edition of the Highway Capacity Manual.
8. 5.1 - Please provide a clear timeline for when these improvements will be completed relative to project construction and occupancy to ensure they are operational before the project opens. Additionally, specify what improvements are included, such as new signals, turn lanes, or traffic control changes.
9. 6.1 - Please provide a clear timeline for these improvements to ensure they are completed before the project is operational. Additionally, specify the planned intersection and roadway improvements, such as new signals, turn lanes, or changes to traffic controls, to support a thorough review.
10. 7.1 - Please provide an estimate of the project's TUMF contribution and specify which planned improvements in the 5-year Capital Improvement Program will address the project's traffic impacts. Clarify if the project is applying for TUMF credits or exemptions and how this might affect the contribution amount.
11. Table 7-1 - Please provide an estimate of the project's TUMF contribution and specify which planned improvements in the 5-year Capital Improvement Program will address the project's traffic impacts. Clarify if the project is applying for TUMF credits or exemptions and how this might affect the contribution amount.

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**C-6 Active Transportation and Complete Streets**  
 According to the IS for this project, there is a mention on page 93 (PDF page 99) that although the City's Circulation Element recommends a Class IV bike lane along the Ramona Expressway Frontage that it will not be provided at the time of project opening due to the lack of connections to bike lanes in adjoining segments. It is advised to implement as much Complete Streets improvements at the time of project opening. A striped shoulder (utilized for bicycle travel) exists both east and west of the Project parcels and the continuation of providing a (more delineated) bicycle facility (such as a Class IV per Perris plan) for a thru or arriving/ departing bicyclist to utilize would be of benefit for visual separation of where a bicyclist would travel and where a motor vehicle driver would not. Also, it is advised that the Site Plan incorporate pedestrian pathways from the sidewalk to minimize the occurrence of pedestrians and bicyclists needing to utilize vehicle driveways to access the parcel.

Given that Ramona Expressway is a high-speed, high-volume travel corridor for cars and trucks, given surrounding land uses, project proponent should take additional safety for all modal users into consideration, especially given its frontage development. Proven Safety Countermeasures from the Federal Highway Administration's Office of Safety identifies additional safety benefits of separated bicycle lanes.

**C-7** To achieve transportation demand management towards a reduction in VMT, incentives should be targeted to encourage people to walk, bicycle, rideshare or utilize transit. All users at this location should have an option to be provided financial or equipment incentives, including commute assistance (thru IE Commuter), complimentary transit passes, subsidized bicycle purchases or vanpool arrangements. If not already considered in the site plan, changing/ locker rooms and (per CA Green Building Standards) secure bicycle storage are among amenities that may encourage bicycle travel and reduce vehicular parking need. Per Perris municipal code Secs. 7.40.070(b) and 19.69.030, trip reduction measures (including the provision of bicycle parking) may allow for reduction in the total number of required vehicle parking.

**C-8 Hydraulics**  
 The comments on the Drainage Report are provided on the plan sheets attached to this letter (PDF pages 5 - 8).

**C-9 Equitable Access**  
 If any Caltrans facilities are impacted by the project, they must comply with American Disabilities Act (ADA) Standards upon project completion. Additionally, the project must ensure the maintenance of bicycle and pedestrian access throughout the construction phase. These access considerations align with Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

**C-10 Caltrans Encroachment Permit**  
 Any permanent work or temporary traffic control that encroaches onto Caltrans' Right-of-Way (R/W) requires a Caltrans-issued encroachment permit.  
 For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits  
 464 West 4th Street, Basement, MS 619  
 San Bernardino, CA 92401-1400  
 (909) 383-4526

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C-10  
cont.



[D8.E-permits@dot.ca.gov](mailto:D8.E-permits@dot.ca.gov)  
<https://dot.ca.gov/programs/traffic-operations/ep>  
**Important Note:** All new permit applications must now be submitted  
through our new CEPS Online Portal at: <https://ceps.dot.ca.gov/>

Please be advised that LDR's point of contact role will conclude upon the completion of the development entitlement process. Once project is entitled, the Encroachment Permit Office will serve as the primary point of contact moving forward.

Thank you again for including Caltrans in the review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [LDR-D8@dot.ca.gov](mailto:LDR-D8@dot.ca.gov) or call 909-925-7520.

Sincerely,

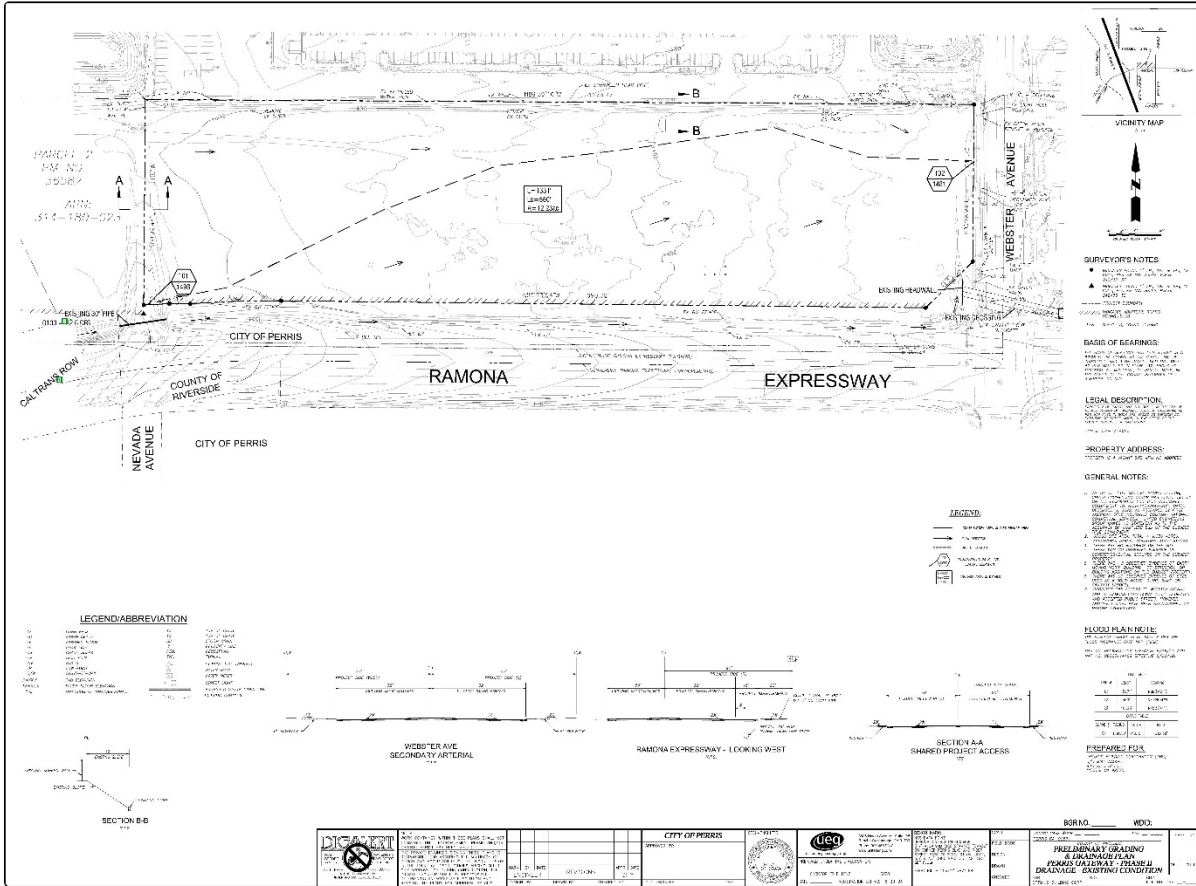
**Janki Patel**  
Branch Chief - Local Development Review  
Division of Transportation Planning  
Caltrans District 8

[ SEE NEXT PAGE FOR ATTACHMENT ]

"Improving lives and communities through transportation"







**SURVEYOR'S NOTES:**  
 1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.  
 2. ALL CORNERS ARE TO BE SET BY THE SURVEYOR.  
 3. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD.  
 4. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD.

**BASIS OF BEARINGS:**  
 ALL BEARINGS ARE TO THE NORTH UNLESS OTHERWISE SPECIFIED.

**LEGAL DESCRIPTION:**  
 THE PROPERTY DESCRIBED HEREIN IS THE PROPERTY OF THE CITY OF PERRIS, CALIFORNIA.

**PROPERTY ADDRESS:**  
 10000 WEBSTER AVENUE, PERRIS, CA 92404

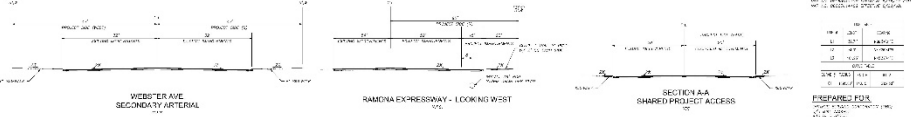
**GENERAL NOTES:**  
 1. THE PROJECT IS SUBJECT TO THE CITY OF PERRIS ENGINEERING DEPARTMENT'S REVIEW AND APPROVAL.  
 2. THE PROJECT IS SUBJECT TO THE CALIFORNIA HIGHWAY PATROL'S REVIEW AND APPROVAL.  
 3. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S REVIEW AND APPROVAL.  
 4. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF WATER RESOURCES' REVIEW AND APPROVAL.  
 5. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS' REVIEW AND APPROVAL.  
 6. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF SOCIAL SERVICES' REVIEW AND APPROVAL.  
 7. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF EDUCATION'S REVIEW AND APPROVAL.  
 8. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF HEALTH CARE SERVICES' REVIEW AND APPROVAL.  
 9. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS' REVIEW AND APPROVAL.  
 10. THE PROJECT IS SUBJECT TO THE CALIFORNIA DEPARTMENT OF SOCIAL SERVICES' REVIEW AND APPROVAL.

**LEGEND**

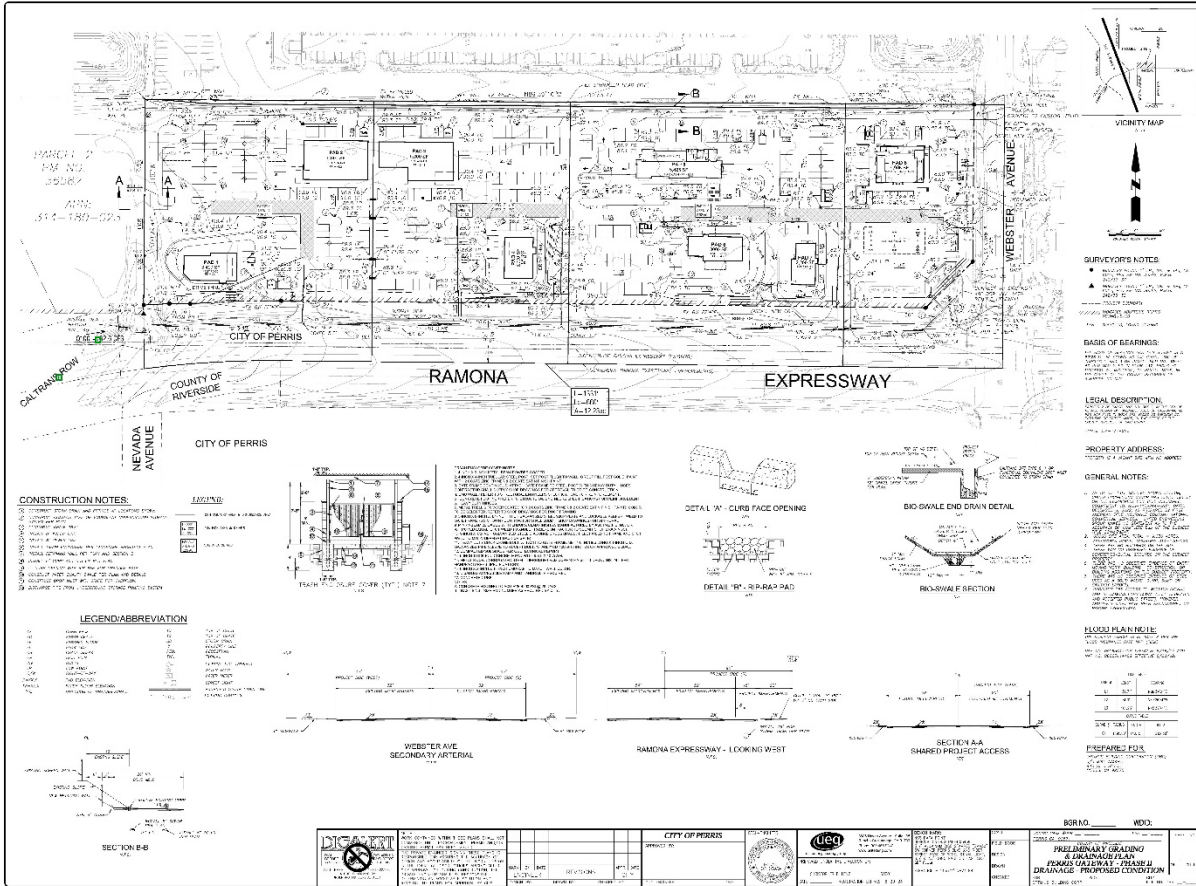
—	EXISTING ROADWAY
- - -	PROPOSED ROADWAY
—	EXISTING UTILITY
- - -	PROPOSED UTILITY
—	EXISTING CURB
- - -	PROPOSED CURB
—	EXISTING SIDEWALK
- - -	PROPOSED SIDEWALK
—	EXISTING DRIVEWAY
- - -	PROPOSED DRIVEWAY

**LEGEND/ABBREVIATION**

—	EXISTING ROADWAY
- - -	PROPOSED ROADWAY
—	EXISTING UTILITY
- - -	PROPOSED UTILITY
—	EXISTING CURB
- - -	PROPOSED CURB
—	EXISTING SIDEWALK
- - -	PROPOSED SIDEWALK
—	EXISTING DRIVEWAY
- - -	PROPOSED DRIVEWAY



	CITY OF PERRIS ENGINEERING DEPARTMENT 10000 WEBSTER AVENUE PERRIS, CA 92404 (951) 222-2000		PROJECT NO. _____ SHEET NO. _____ OF _____ DATE: _____		CITY OF PERRIS ENGINEERING DEPARTMENT 10000 WEBSTER AVENUE PERRIS, CA 92404 (951) 222-2000		PROJECT NO. _____ SHEET NO. _____ OF _____ DATE: _____	BRNO: _____ WDJ: _____



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## Response to Comment Letter C – Caltrans

### Response to Comment C-1:

This comment is introductory in nature and provides an accurate summary of the proposed Project as analyzed in Draft EIR. Specific responses to commenter statements are provided below. No environmental issues are raised by this comment and no further response is required.

### Response to Comment C-2:

The City acknowledges the need for a Caltrans Encroachment Permit for work performed in Caltrans right of way. No environmental issues are raised by this comment and no further response is required.

### Response to Comment C-3

This comment is introductory in nature and specific responses to commenter statements are provided herein. No environmental issues are raised by this comment and no further response is required.

### Response to Comment C-4:

As discussed in Appendix A to the Draft EIR, the Project is a local-serving commercial land use with a less than significant Vehicle Miles Traveled (VMT) impact. Regardless, while the Project would not provide a bike lane along the Project frontage due to a lack of adjacent bicycle infrastructure, sufficient right-of-way is reserved along the Ramona Expressway frontage of the site such that a bike lane could be striped in the future. A meandering walkway would be installed along the Project's Ramona Expressway frontage, and a curb cut between Project Driveways 3 and 4 would be provided to accommodate a future bus stop planned by the Riverside Transit Agency (RTA). The Project would facilitate connections to existing public transit, bicycle lane, and pedestrian networks and the Project's VMT impacts are adequately analyzed in the Draft EIR. No revisions to the Draft EIR are required.

### Response to Comment C-5:

Comments from the Branch of Traffic Forecasting and Analysis are addressed individually below:

1. Due to size, the appendices to the Traffic Analysis report were provided as a separate PDF file. These appendices were available for review on the City's website along with the Traffic Analysis report.
2. Synchro Version 11 was utilized to perform the intersection capacity analysis. Pursuant to section 15125 of the State CEQA Guidelines, the baseline for an EIR consists of the physical environmental conditions at the time that the notice of preparation is published. At the time that the Notice of Preparation of the Draft EIR was published and when the analysis was conducted, the 7th Edition of the Highway Capacity Manual had not yet been incorporated into the software. Therefore, consistent with State CEQA Guidelines section 15125 and industry standards at the time, the 7th Edition was used for all analyses.
3. Connect SoCal 2024 (the Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy) was not adopted at the time that the Notice of Preparation of the Draft EIR was published and when the analysis was conducted. The Traffic Analysis report, dated November 8, 2023, reflects the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2020, September 2020) available at that time.

4. Table 2-3 has been updated to indicate which traffic signal warrant was utilized. As described in Section 2.3 of the Traffic Analysis report, the determination of whether Urban or Rural signal warrant criteria were applied was based on the posted speed limit of the major roadway. Intersection #3 (Driveway 1/Nevada Road and Ramona Expressway) and Intersection #5 (Driveway 3 and Ramona Expressway) applied Rural warrant criteria due to the 50-mile-per-hour posted speed limit on Ramona Expressway. Intersection #7 (Driveway 5 and Webster Avenue) applied Urban warrant criteria, as Webster Avenue has a posted speed limit of 35 miles per hour.

The primary purpose of evaluating additional traffic signal warrants is to justify the absence of a signal. If desired, further warrants should be evaluated as a separate assessment that includes the collection of the applicable 24-hour approach data at all applicable intersections. In this case, the Traffic Analysis recommends the installation of a traffic signal based on the level of service (LOS) analysis. As such, further warrant analysis may not be necessary for decision-making. The results of any additional traffic signal warrants would not change the recommendations of the Traffic Analysis.

5. Intersections #11 (Perris Boulevard and Ramona Expressway) and #13 (Evans Road and Ramona Expressway) qualify for the LOS E exception. The Traffic Analysis has been updated accordingly.
6. The traffic counts were collected on Thursday, May 25, 2023, when local schools were in session and operating on a typical bell schedule. The Traffic Analysis has been updated to include the day the traffic counts were collected. For reference, Memorial Day took place on May 29, 2023.
7. Please see Response to Comment C-5(2).
8. The timing of these improvements is at the discretion of the City of Perris. The improvements included are discussed in Section 1.6.1, *Site Adjacent and Site Access Recommendations*, of the Traffic Analysis.
9. The timing of these improvements is at the discretion of the City. The improvements included are discussed in Section 1.6.1, *Site Adjacent and Site Access Recommendations*, of the Traffic Analysis.
10. Based on the latest rates published by the Western Riverside Council of Governments (WRCOG), the TUMF (Transportation Uniform Mitigation Fee) contributions/fees for the Perris Gateway project are as follows:

15495 TUMF Calculations	Sq Feet	TUMF Cost per Sq Feet	Total
Industrial (Storage)	80,478	\$2.33	\$187,513.74
Service (Restaurants)	30,400	\$4.89	\$148,656.00
Fuel Station	54,000	\$7.72	\$416,880.00
		Total	\$753,049.74

It should also be noted that TUMF fees are typically paid at the time of construction or occupancy permit issuance; therefore, current fee estimates may not reflect the final amount due at the time of payment.

The Project is not required to implement any improvements as shown on Table 1-3 of the Traffic Analysis. The Project applicant will contribute the Project's fair share or make TUMF payments towards improvements needed to address Project impacts as shown on Table 1-3.

The City would collect funds to mitigate this Project's impacts through Fair Share payments and the TUMF program. The planned improvements in the 5-year Capital Improvement Program that address the Project's traffic impacts will be identified in coordination with WRCOG and the City. The City's current Capital Improvement Program has improvement projects along corridors which may include improvements identified in Table 1-3 of the traffic study. The following projects are included in the City's Capital Improvement Program:

- S089 Redland Avenue Widening – Ramona to Rider
- S097 Ramona Expressway Miscellaneous widening

If the Project applicant applies for credits or exemptions, the contribution amount will be determined based on the applicable guidelines and credits approved by the City and WRCOG.

11. Please see Response to Comment C-2(10).

Response to Comment C-6:

As discussed in Response to Comment C-4, the Project would facilitate connections to existing public transit, bicycle lane, and pedestrian networks. The Project's consistency with Active Transportation Plans is adequately analyzed in the Draft EIR. No revisions to the Draft EIR are required.

Response to Comment C-7:

As discussed in Appendix A to the Draft EIR, the Project is a local-serving commercial land use and VMT impacts would be less than significant. No transportation demand management would be required. The environmental issues raised in this comment are adequately analyzed in the Draft EIR and no revisions to the Draft EIR are required.

Response to Comment C-8:

This comment requests cosmetic changes to the Project's preliminary grading and drainage plan. No environmental issues are raised by this comment and no further response is required.

Response to Comment C-8:

The Project would comply with the Americans with Disabilities Act (ADA) upon project completion. No environmental issues are raised by this comment and no further response is required.

Response to Comment C-9:

As discussed in Response to Comment C-2, the Project would obtain a Caltrans Encroachment Permit as required. No environmental issues are raised by this comment and no further response is required.

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## 3.0 DRAFT EIR CLARIFICATIONS AND REVISIONS

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Any corrections to the Draft EIR recommended by the City or in response to comments received are stated in this section of the Final EIR. The Draft EIR has not been modified and will not be re-published in its entirety as a single document to reflect these EIR modifications.

The information included in these revisions does not constitute substantial new information that requires recirculation of the Draft EIR. Section 15088.5 of the State CEQA Guidelines states in part:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:
  - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
  - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
  - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
  - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft EIR included in these modifications do not constitute “significant” new information because:

- No new significant environmental impacts would result from the project or from a new mitigation measure.
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance.

- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project.
- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the new information added to the EIR through these modifications clarifies information already provided or makes insignificant modifications to the already adequate Draft EIR.

The EIR modifications contained below are in the same order as the information that appears in the Draft EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by bold underline (**underline**) where text has been added. The applicable page numbers from the Draft EIR are also provided where necessary for easy reference.

### **3.1.1 Chapter 1.0 – Executive Summary**

No changes have been made to this Section of the Draft EIR.

### **3.1.2 Chapter 2.0 – Introduction**

No changes have been made to this Section of the Draft EIR.

### **3.1.3 Chapter 3.0 – Project Description**

The Project’s commitment to incorporate photovoltaic systems to the maximum extent feasible has been added to Section 3.6.5, as shown below.

#### **Energy Efficiency**

- Design building shells and components, such as windows, roof systems and electrical systems to meet California Title 24 Standards for nonresidential buildings.
- **Install photovoltaic systems consistent with Title 24 Standards for nonresidential buildings, subject to ALUC approval and owner-specific roof space availability.**
- Install energy efficient light-emitting diodes (LED) lighting on the site. Provide skylights for natural daylight to reduce the lighting load, therefore saving energy. Lighting will incorporate motion sensors that turn them off when not in use.
- Meet City minimum landscape requirements and provide adequate landscape shade for the site to reduce energy use.
- Install light-colored roofing materials and light-colored paving materials.
- Refrigerants and HVAC equipment will be selected to minimize or eliminate the emission of compounds that contribute to ozone depletion and global climate change. Ventilation and HVAC systems will be designed to meet or exceed the minimum outdoor air ventilation rates described in

the American Society of Heating, Refrigeration, and Air Conditioning Engineers standards and/or per California Title 24 requirements.

- Incorporate Energy Star® rated space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.

### **3.1.4 Chapter 4.0 – Environmental Analysis**

No changes have been made to this Section of the Draft EIR.

### **3.1.5 Section 4.1 – Air Quality**

A correction to the referenced Section for the PVCCSP EIR mitigation measures related to air quality has been made in three instances, as shown below.

Although the construction emissions generated by the Project would be less than significant, the Project would be required to comply with the applicable PVCCSP EIR mitigation measures described in Section ~~4.2.2.5~~ **4.1.2.4**. These measures would reduce the Project’s contribution to cumulative air quality impacts within the PVCC area.

#### **Mitigation Measures**

As previously stated, the Project would be required to comply with the applicable PVCCSP EIR mitigation measures described in Section ~~4.2.2.5~~ **4.1.2.4**. The vast majority of the emissions would be generated by mobile sources. No Project-specific mitigation measures are currently available that would further reduce the Project’s operational emissions to a less than significant level.

#### **Level of Significance After Mitigation**

Although the Project would implement the PVCCSP mitigation measures in Section ~~4.2.2.5~~ **4.1.2.4**, it should be noted that there is no way to definitively quantify these reductions. Neither the Project applicant nor the Lead Agency (City) can substantively or materially affect reductions in Project mobile-source emissions beyond the regulatory requirements and mitigation measures identified herein. Therefore, the proposed Project would result in a significant and unavoidable impact on criteria pollutant emissions.

### **3.1.6 Section 4.2 – Greenhouse Gas Emissions**

No changes have been made to this Section of the Draft EIR.

### **3.1.7 Chapter 5.0 – Project Alternatives**

No changes have been made to this Section of the Draft EIR.

### **3.1.8 Chapter 6.0 – Other CEQA Considerations**

No changes have been made to this Section of the Draft EIR.

**3.1.9 Chapter 7.0 – Effects Found Not To Be Significant**

No changes have been made to this Section of the Draft EIR.

**3.1.10 Chapter 8.0 – List of Preparers**

No changes have been made to this Section of the Draft EIR.

# 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

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## 4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program has been prepared for use in ensuring the implementation of the required mitigation for the proposed Perris Gateway Project (Project). The Mitigation Monitoring and Reporting Program has been prepared in compliance with State law and the Perris Gateway Project Final Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2024080050).

The California Environmental Quality Act (CEQA) requires the adoption of a reporting or monitoring program for the measures that are placed on a project to mitigate or avoid adverse effects on the environment (California Public Resources Code, Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The monitoring program generally contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify the implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes applicable mitigation measures from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR and Project-specific mitigation measures outlined in the Perris Gateway Project Final EIR.

## 4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Perris (City) is responsible for ensuring full compliance with the mitigation measures adopted for the Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will subsequently determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

### 4.3 MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Air Quality</b>							
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	<b>MM Air 1:</b> To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction related air quality impacts analyzed using the latest available URBan EMISsions (URBEMIS) model, or other analytical method determined in conjunction with the South Coast Air Quality Management District (AQMD). The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate the South Coast AQMD's Localized Significance Threshold (LST) analysis or other appropriate analyses as determined in conjunction with the South Coast AQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall	The mitigation measure was complied with during preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	require the incorporation of appropriate mitigation to reduce such impacts.						
	<p><b>MM Air 2:</b> 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.</p>	Prior to issuance of grading permits	Approval of required traffic control plan	City of Perris Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p><b>MM Air 3:</b> To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD - 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:</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• Keeping disturbed/loose soil moist at all times;</li> <li>• Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;</li> </ul>	Prior to issuance of grading permits	Submittal of dust control plan approved by the South Coast AQMD or other sufficient proof of compliance with Rule 403	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Posting and enforcement of traffic speed limits of 15 miles per hour (mph) or less on all unpaved portions of the project sites;</li> <li>• Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 mph;</li> <li>• Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to coarse particulate matter, 10 microns or less in diameter (PM<sub>10</sub>) generation;</li> <li>• Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public</li> </ul>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>roads and use of South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and</p> <ul style="list-style-type: none"> <li>Replacement of ground cover in disturbed areas as quickly as possible.</li> </ul>						
	<p><b>MM Air 4:</b> Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.</p>	Prior to issuance of building and grading permit	Confirmation that building and grading permits include required restriction	City of Perris Building Division			
	<p><b>MM Air 5:</b> Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.</p>	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	<p><b>MM Air 6:</b> 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</p>	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>equipment with the California Air Resources Board (CARB) in-use off-road diesel vehicle regulation (South Coast AQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or United States (U.S.) Environmental Protection Agency (EPA) certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Air 7:</b> During construction, ozone (O <sub>3</sub> ) 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.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications. Periodic review of equipment and maintenance records and equipment design specifications data sheets by the City	City of Perris Building Division			
	<b>MM Air 8:</b> Each individual implementing development project shall apply paints using either high-volume low-pressure spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.	Prior to issuance of building permit	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p><b>MM Air 9:</b> To reduce volatile organic compound (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 South Coast AQMD’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.</p>	Prior to issuance of building permit	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p><b>MM Air 10:</b> To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the South Coast AQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate the South Coast AQMD's LST analysis, carbon monoxide (CO) Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with the South Coast AQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p>	The mitigation measure was complied with during preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Air 14:</b> Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits.	Prior to certificate of occupancy	Confirmation during plot plan review that parking spaces have been designed for high-occupancy vehicles and ride-sharing vans	City of Perris Planning Division			
	<b>MM Air 18:</b> 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	The mitigation measure was complied with during preparation of the Draft EIR.					

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 American with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.						
	<b>MM Air 19:</b> 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 sites. 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.	Prior to issuance of building permits	Verification of incorporation of project design features and approval of utility plans	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Air 20:</b> Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.	Prior to issuance of building permits	Submission of Title 24 worksheet with building plans	City of Perris Building Division			
<b>Biological Resources</b>							
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.	<b>MM BR 1:</b> In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site preparation activities (removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.  If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior	No more than 30 days prior to issuance of grading permits	Submission of pre-activity field survey results to City of Perris Planning Division  Submittal of report of findings	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.</p> <p>If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage,</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Cultural Resources</b>							
Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	<p><b>MM CR 1:</b> Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). Selection of the Project Archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the Project Archaeologist has been approved by the City.</p> <p>The Project Archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and</p>	Prior to issuance of grading permit and for the duration of site disturbance activities	<p>Approval of archaeologist by the City of Perris Director of Development Services</p> <p>Submittal of report of findings</p>	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>In the event that archaeological resources are discovered at the Project site, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any 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 Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Indians.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Pechanga Band of Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible.</p> <p>The designated tribal representative will be given ample time to examine the find. 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 tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling Native American artifacts that are relocated/reburied at the Project site shall be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts shall be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 Code of Federal Regulations Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center and the tribe(s) involved with the Project.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Disturb any human remains, including those interred outside of dedicated cemeteries.	<b>MM CR 2:</b> In the event that human remains (or remains that may be human) are discovered at the Project site during ground-disturbing activities, the construction contractors and Project archaeologist, and/or designated Native American tribal representative 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 will notify the Native American Heritage Commission (NAHC), which will identify the Most Likely Descendent (MLD).	If human remains are found during site disturbing activities	Confirmation of coroner and NAHC contact and submittal of Report of Findings, if applicable	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the 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.</p> <p>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.</p> <p>In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	The specific locations of Native American burials and reburials would 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 shall be filed with the Eastern Information Center.						
<b>Energy</b>							
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	<b>MM Air 19 and MM Air 20</b>	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.			
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	<b>MM Air 19 and MM Air 20</b>	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.			
<b>Geology and Soils</b>							
Result in substantial soil erosion or the loss of topsoil.	<b>MM Air 3</b>	See MM Air 3.	See MM Air 3.	See MM Air 3.			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p><b>MM GR 1:</b> 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. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision for a qualified professional paleontologist (or his or her paleontological monitor representative) to be on-site or any Project-related excavations. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or the off-site Project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays.</p>	Prior to issuance of grading permit and during subsurface excavation	<p>Approval of paleontologist by the City of Perris Director of Development Services</p> <p>Verification that PRIMMP has been prepared and implemented</p> <p>Submittal of Report of Findings</p>	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.						
	<b>MM GR 2:</b> Prior to the start of construction, a paleontological resources worker environmental awareness program training shall be presented to all earthmoving personnel to inform them of the possibility for buried resources and the procedures to follow in the event of fossil discoveries.	Prior to the start of construction	Confirmation of program training completion by all earthmoving personnel	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Greenhouse Gas Emissions</b>							
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	<b>MM Air 4 - MM Air 7, MM Air 14, and MM Air 18 - MM Air 20.</b>	See MM Air 4 – MM Air 7, MM Air 14, and MM Air 18 – MM Air 20.	See MM Air 4 – MM Air 7, MM Air 14, and MM Air 18 – MM Air 20.	See MM Air 4 – MM Air 7, MM Air 14, and MM Air 18 – MM Air 20.			
<b>Hazards and Hazardous Materials</b>							
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project site.	<b>MM Haz 2:</b> Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the March Air Reserve Base/March Inland Port Airport (March ARB/IPA) Authority.	Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first	Submittal of evidence of conveyance of navigation easement to the MARB/IPA Authority or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Haz 3:</b> Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to issuance of building permits	Submittal of lighting plans demonstrating that lights are hooded or shielded to prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing as much as feasible	City of Perris Building Division			
	<b>MM Haz 4:</b> The following notice shall be provided to all potential purchasers and tenants:  “This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are	Prior to issuance of building permits	Confirmation that this requirement is included in purchase and lease agreements	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A).”						
	<p><b>MM Haz 5:</b> The following uses shall be prohibited:</p> <p>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 a Federal Aviation Administration -approved navigational signal light or visual approach slope indicator.</p> <p>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final</p>	Prior to issuance of building permits	Submittal of evidence that uses listed are prohibited on site	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	<p>approach towards a landing at an airport.</p> <p>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.</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p>						
	<p><b>MM Haz 6:</b> A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will</p>	<p>A minimum 45 days prior to submittal of an application for a building permit</p>	<p>Issuance of concurrence memo and FAA documentation</p>	<p>City of Perris Planning Division</p>			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>encroach into the 100-to-1 imaginary surface surrounding the March Air Reserve Base. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a Federal Aviation Administration Form 7460-1, Notice of Proposed Construction or Alteration. If the Federal Aviation Administration determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with the Federal Aviation Administration to resolve any adverse effects on aeronautical operations.</p>						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Noise</b>							
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies.	<b>MM Noise 1:</b> During all project site excavation, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Planning Division			
	<b>MM Noise 2:</b> During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Planning Division			
	<b>MM Noise 3:</b> 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.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Noise 4:</b> 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.	Prior to issuance of grading permits	Confirmation that this requirement is included in Contractor Specifications	City of Perris Planning Division			
<b>Transportation</b>							
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	<b>MM Trans 1:</b> Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.	Prior to issuance of grading and building permits	Verify that required improvements are included in grading and building plans	City of Perris Engineering Department			
	<b>MM Trans 2:</b> Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading.	Prior to issuance of grading, landscape, and street improvement permits	Verify site distances	City of Perris Planning Division & Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Trans 3:</b> Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include North Perris Road and Bridge Benefit District. The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	Prior to issuance of building permits	Verify requisite fee payments	City of Perris Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p><b>MM Trans 4:</b> Prior to the approval of individual implementing development projects, the RTA shall be contacted to determine if the RTA has plans for the future provision of bus routing in the Project site 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 Project site, 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 sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p>	The mitigation measure was complied with during preparation of the Draft EIR.					
	<p><b>MM Trans 5:</b> Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p>	Prior to issuance of certificates of occupancy	Bike racks installed per City standards	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<b>MM Trans 8:</b> Proposed mitigation measures resulting from project-level traffic studies shall be coordinated with the North Perris Road and Bridge Benefit District to ensure that they are in conformance with the ultimate improvements planned by the North Perris Road and Bridge Benefit District. The applicant shall be eligible to receive proportional credits against the North Perris Road and Bridge Benefit District or construction of project level mitigation that is included in the North Perris Road and Bridge Benefit District .	Prior to issuance of building permits	Verify that plans reflect NPRBBD requirements, if any	City of Perris Engineering Department			
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	<b>MM Trans 2</b>	See MM Trans 2.	See MM Trans 2.	See MM Trans 2.			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
<b>Tribal Cultural Resources</b>							
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<b>MM CR 1 and MM CR 276</b>	See MM CR 1 and MM CR 2.	See MM CR 1 and MM CR 2.	See MM CR 1 and MM CR 2.			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resources	<b>MM CR 1 and MM CR 2</b>	See MM CR 1 and MM CR 2.	See MM CR 1 and MM CR 2.	See MM CR 1 and MM CR 2.			

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Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.							

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