

**Fifth Addendum to the
Green Valley Specific Plan
Environmental Impact Report
for the
City of Perris Green Valley Fire Station
(SPA 25-00001)**



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

September 2025

FIFTH ADDENDUM TO THE GREEN VALLEY SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF PERRIS GREEN VALLEY FIRE STATION

September 2025
State Clearinghouse No. 1989032707

BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

This addendum to the certified Environmental Impact Report (EIR) for the Green Valley Specific Plan evaluates the proposed change of land use for the future development and operation of a fire station (Proposed Project) within the Green Valley community. Specifically, this addendum analyzes the effects of the proposed land use change of approximately the 3.4-acre Planning Area 57a of the Green Valley Specific Plan.

The proposed changes would not result in an increase in overall amount of residential, commercial, industrial, business and professional, park, and school development approved under the Green Valley Specific Plan (as amended) and studied in the 1990 certified EIR (and prior addendums), nor would the changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects as presented in the certified EIR (and prior addendums).

As the lead agency under the California Environmental Quality Act (CEQA), the City of Perris has determined that, in accordance with Section 15164 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project warrants the preparation of an addendum to update the analysis provided in the certified EIR.

PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the Green Valley Specific Plan involved the preparation of the following documents that are relevant to the consideration of the Proposed Project and/or reflect consideration of prior developments within the Green Valley Specific Plan area.

- Draft EIR for the Green Valley Specific Plan, 1990 (State Clearinghouse No. No. 1989032707);
- Final EIR for the Green Valley Specific Plan, Volume 1-4, Certified March 5, 1990 (1990 certified EIR);
- CEQA Findings of Fact and Statement of Overriding Considerations for the Green Valley Specific Plan, Approved March 5, 1990;
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 1A Project Area, January 2017 (2017 Phase 1A EIR Addendum);
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 1B Project Area, December 2, 2020 (2020 Phase 1B EIR Addendum);
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 2 Project Area, March 2023 (2023 Phase 2 EIR Addendum); and
- Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Case Road Mixed-Use Development, April, 2024 (2024 Case Road EIR Addendum).

CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO A CERTIFIED ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the CEQA Guidelines, which establish three mechanisms to address these changes: a subsequent EIR, a supplement to a certified EIR, and an addendum to a certified EIR.

Section 15162 of the CEQA Guidelines describes the conditions under which a subsequent EIR would be prepared. In summary, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, based on substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a subsequent EIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

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

This addendum is intended to evaluate and demonstrate CEQA compliance for the Proposed Project and compare the potential impacts of the Proposed Project to that which was evaluated in the 1990 certified Green Valley Specific Plan EIR (1990 certified EIR) and prior addendums. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas as compared to the 1990 certified EIR and determine whether the certified EIR continues to be relevant and adequate to address the potential impacts, if any, of the Proposed Project. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the 1990 certified EIR. The column titles of the

checklist have been modified from the CEQA Guidelines Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Sections 15162, 15163, 15164 and 15168.

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- A 1990 Green Valley Specific Plan EIR Mitigation Monitoring and Reporting Program
- B Air Quality & Greenhouse Gas Emissions Calculation Data

1 INTRODUCTION AND PROJECT HISTORY

On March 5, 1990, the Perris City Council approved the Green Valley Specific Plan for development of a master planned community located on approximately 1,270 acres within the southern central portion of the City of Perris (City) (Specific Plan 89-25, Resolution No. 1781). The approval allows for the construction of up to 4,210 dwelling units, of which 3,460 single family detached homes and 750 multi-family units are permitted with an overall project density of 3.3 dwelling units per gross acre. Other land uses approved under the Green Valley Specific Plan include 42.3 acres of business and professional office, 72.7 acres of commercial retail, 108.7 acres of industrial, 24 acres for three school sites, 51.1 acres of public parks, and 97.8 acres of Open Space. The City prepared and certified an Environmental Impact Report (EIR) (1990 certified EIR) (State Clearinghouse No. No. 1989032707) that evaluated the potential environmental impacts associated with development of the entire Green Valley Specific Plan area based on the land use and zoning designations identified in the Green Valley Specific Plan. The City was the Lead Agency under CEQA with respect to preparation and certification of the 1990 EIR and approval of the Green Valley Specific Plan.

The 1990 certified EIR considered the effects of buildout of the overall Green Valley Specific Plan area and the certified EIR acknowledged that development of the Green Valley Specific Plan area may require additional environmental documentation as phases of the Green Valley Specific Plan are proposed and implemented. The 1990 certified EIR Mitigation Monitoring and Reporting Program has been included as Appendix A of this Addendum and provides a list of the Green Valley Specific Plan EIR mitigation measures that were adopted in 1990, updated measures adopted with the four previous addendums for the Phase 1A, Phase 1B, Phase 2, and Case Road Mixed-Use projects (discussed below), and the Proposed Project, and associated monitoring requirements. One of the adopted mitigation measures requires the dedication of a fire station within either Planning Area 29, 7, or 18.

Since approval of the Green Valley Specific Plan in 1990, the Perris Crossings retail center (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) was approved by the City in June 2005 (Resolution No. 05-26) through adoption of a Mitigated Negative Declaration (State Clearinghouse No. 2005051098) (City of Perris 2005), and has since been built and is in full operation in the southeast corner (3150 Case Rd, Perris, CA 92571) of the Green Valley Specific Plan area.

In 2017, the City approved 314 single family residential dwelling units as part of Tract Maps 36988 (recorded October 4, 2019) and 36989 (recorded September 26, 2018) within approximately 75 acres located along the southwestern boundary of the Green Valley Specific Plan area (Phase 1A Project Area). Land uses in the Phase 1A area include residential and limited recreational and open space, which are currently under construction. In 2017, the City approved and required that all access points for the Green Valley Specific Plan area and major interior roads be constructed as part of the first approved phase. This included construction of off-site improvements that include Ethanac Road, Fieldstone Drive, a portion of Green Valley Parkway located in the southern area of the Green Valley Specific Plan area, Murrieta Road, and Goetz Road. The potential environmental impacts associated with the tract maps were evaluated in the first Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 1A Project Area (2017 Phase 1A EIR Addendum).

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

In 2023, the City approved amendments to Green Valley Specific Plan land use designations and zoning located within 274.4 acres of the northeast portion and 14.8 acres in the southwest corner (Planning Areas 13a and 13b) of the Green Valley Specific Plan area (Phase 2 Project Area) to be consistent with the 2011 Airport Land Use Compatibility Plan (ALUCP) for Perris Valley Airport and meet the intent of Senate Bill (SB) 330 to recapture dwelling units that were not

realized across the plan area with previous project approvals (i.e., Phase 1A and Phase 1B projects approved in southern half of the Green Valley Specific Plan area), as well as to reflect a boundary change between Planning Areas 13a and 13b and related rezoning. The approved land use and zoning changes would allow for development of the Phase 2 Project Area with up to 43,700 square feet of commercial development, up to 462 single-family residential units, up to 1,294 multi-family residential units, a school (Kindergarten through 8th grade) for up to 1,000 students, multiple open space areas, and a park. The potential environmental impacts associated with the land use changes were evaluated in the third Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Phase 2 Project Area (2023 Phase 2 EIR Addendum).

In January 2025, the City approved Vesting Parcel Map 38814 (VPM 23-05059) to subdivide two parcels, totaling 44.9 acres of the Green Valley Specific Plan area, and subdivide into seven parcels and five lettered lots; Conditional Use Permit 23-05047 for the review of site plan and building elevations for a 498,000-square-foot industrial building on 23.7 acres located at the southwest corner of Watson Road and Case Road; Conditional Use Permit 23-05208 for the review of site plan and building elevations for a self-storage and outdoor RV parking facility on 9.633 acres located along Green Valley Parkway, 1,000 feet north of Ethanac Road; Master Conditional Use Permit 23-05210 to construct two 2,800-square-foot drive-through restaurants on 1.82 acres generally located at the northeast corner of Green Valley Parkway and Ethanac Road; Development Plan Review 23-00013 for the review of site plan and building elevations for a four-story hotel (128 rooms) on a 3.8-acre lot located along Green Valley Parkway, 630 feet north of Ethanac Road; and Development Plan Review 23-00014 for the review of site plan and building elevations for a 27,200-square-foot commercial retail shopping center on 2.8 acres located along Green Valley Parkway, 340 feet north of Ethanac Road. The potential environmental impacts associated with the tract map and other entitlements were evaluated in the fourth Addendum to the Green Valley Specific Plan Final Environmental Impact Report for the Case Road Mixed-Use Project (2024 Case Road EIR Addendum).

Consistent with the process described, the City has evaluated the Proposed Project application to determine whether this project is consistent with the Green Valley Specific Plan and whether and what type of additional environmental review would be required. This analysis was conducted using an environmental checklist to determine whether any additional environmental review would be required for the City to consider approval of the Proposed Project. This analysis considers whether there are changes proposed in the previously reviewed and approved Green Valley Specific Plan or changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the 1990 certified EIR or later addendums and whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to those evaluated in the 1990 certified EIR or later addendums.

2 PROJECT DESCRIPTION

The Project involves the proposed land use change of the 3.4-acre Planning Area 57a of the Green Valley Specific Plan for the future development and operation of a fire station (Proposed Project) within the Green Valley community.

2.1 PROJECT LOCATION

The Green Valley Specific Plan area is located within the southern central portion of the City of Perris in Riverside County (Figure 2-1). The San Jacinto River crosses the northwest corner of the Green Valley Specific Plan area. Interstate 215 (I-215) is adjacent to the Green Valley Specific Plan area on its eastern boundary, which provides regional access to the site via the I-215/Ethanac Road onramp/offramp (Exit 14). The northeast boundary of the Green Valley Specific Plan area is formed by Case Road and the Metrolink 91/Perris Valley rail line, while the south and west boundaries of the Green Valley Specific Plan area are formed by Ethanac Road and Goetz Road, respectively.

The Project site is located within the Green Valley Specific Plan Phase 2 Project Area and as shown in Figure 2-22. As shown in Figure 2-3, the Project site encompasses the 3.4-acre Planning Area 57a as amended for the Phase 2 Project Area. The Project site is bound by Planning Area 30 on the north, Planning Area 57 on the south, Planning Area 32a on the east, and Murrieta Road followed by Planning Areas 21 and 21 on the west.

2.2 EXISTING SETTING

2.2.1 Site Conditions

The Proposed Project site is vacant and undeveloped with minimal and sparse vegetation. The existing conditions onsite generally have not changed from the conditions described in the 1990 certified EIR. The site is flat with minimal elevation gains observed throughout the site. The Project site is currently accessed from Murrieta Road.

2.2.2 Surrounding Land Uses

The Green Valley Specific Plan area is relatively flat and entirely disturbed, supporting active agriculture and ruderal vegetation as well as some development from previous approvals associated with the Green Valley Specific Plan. Existing development within the Green Valley Specific Plan area includes the Perris Crossing Retail Center in the easternmost portion of the Green Valley Specific Plan area, ongoing construction of developments within the Phase 1A Project Area, ongoing grading and stockpiling activities, and access points for the Green Valley Specific Plan area and buildout of major interior roads. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Development within the Phase 1B Project Area began in the first quarter of 2022.

As shown previously in Figure 2-3, the Project site is bound by Planning Area 30 on the north, Planning Area 57 on the south, Planning Area 32a on the east, and Murrieta Road followed by Planning Areas 21 and 21 on the west. Each of the surrounding Planning Areas are undeveloped. Planning Area 30 is planned for multi-family residential uses. Planning Area 57 is a 5.7-acre open space lot. Planning Area 32a is a 15-acre future school site. Planning Areas 21 and 21 are planned for residential uses.



Figure 2-1 Green Valley Specific Plan Regional Location



Figure 2-2 Project Site Location

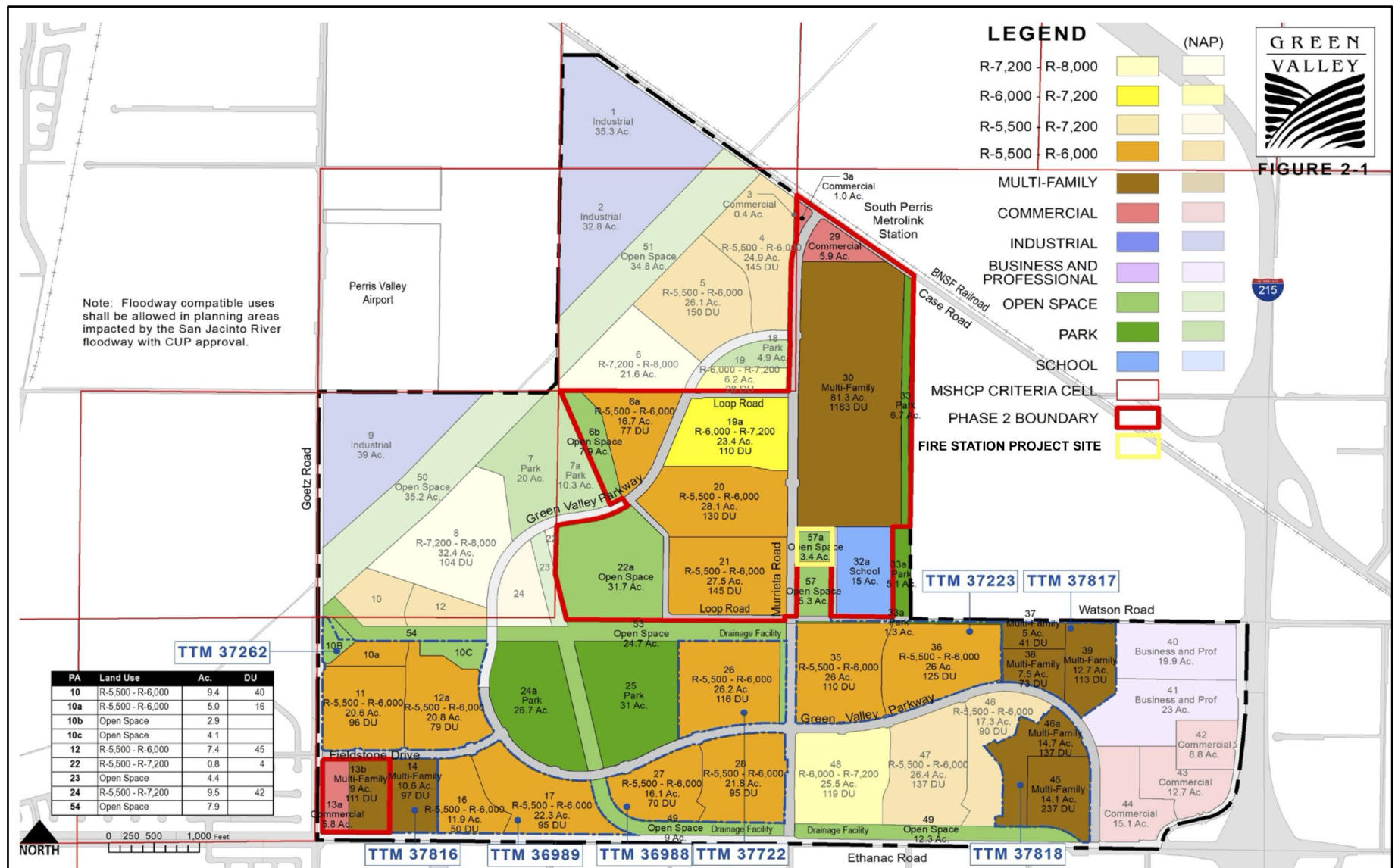


Figure 2-3 Green Valley Specific Plan Land Use Designations

2.2.3 Existing Land Use and Zoning

The Project site has a City of Perris 2030 General Plan land use designation of GV SP - Green Valley Specific Plan. The Green Valley Specific Plan establishes the zoning for the properties within the Green Valley Specific Plan area. As shown previously in Figure 2-2, the existing Green Valley Specific Plan land use (zoning) designation for the Project site is Open Space.

2.3 PROJECT OBJECTIVES

The primary objective for the Proposed Project is to provide a new fire station within the Green Valley community as required by the 1900 certified Green Valley Specific Plan EIR.

2.4 PROJECT FEATURES

2.4.1 Green Valley Specific Plan Land Use Amendment

The Proposed Project involves an amendment to the Green Valley Specific Plan to change the land use designation of the 3.4-acre Planning Area 57a from Open Space to Public Facility for the future development and operation of a fire station within the Green Valley community. The actual fire station is not proposed at the present time.

2.4.2 Future Fire Station

Although the actual fire station is not proposed at the present time, a conceptual fire station site plan is illustrated in Figure 2-4. This conceptual site plan is used as the basis for the analysis in this addendum.

As shown in Figure 2-4, the main fire station building would be approximately 10,750 square feet and located in the southwestern portion of the Project site. The fire trucks and passenger vehicles would enter the site from Murrieta Road. The fire trucks would then enter the building from the rear and exist from the front. This would eliminate or substantially reduce the amount of backing up by the fire trucks. Parking for passenger vehicles would be at the rear of the building. A 600-square-foot storage building would be provided behind the main building while a drainage/water quality basin would be provided in front of the main building. A second phase in the northwestern portion of the site may provide a second 5,000-square-foot administration building, parking for passenger vehicles, and a second drainage/water quality basin. The conceptual site plan shows that the eastern portion of the site would not be developed and would provide a 170-foot buffer between the site station and the future school site.

When completed, the fire station is expected to operate with a Type 1 fire engine staffed with one Fire Captain, one Fire Apparatus Engineer, and one Firefighter, one of which would also be a paramedic. As the City's population increases, the Riverside County Fire Department would increase the staffing of the fire station.

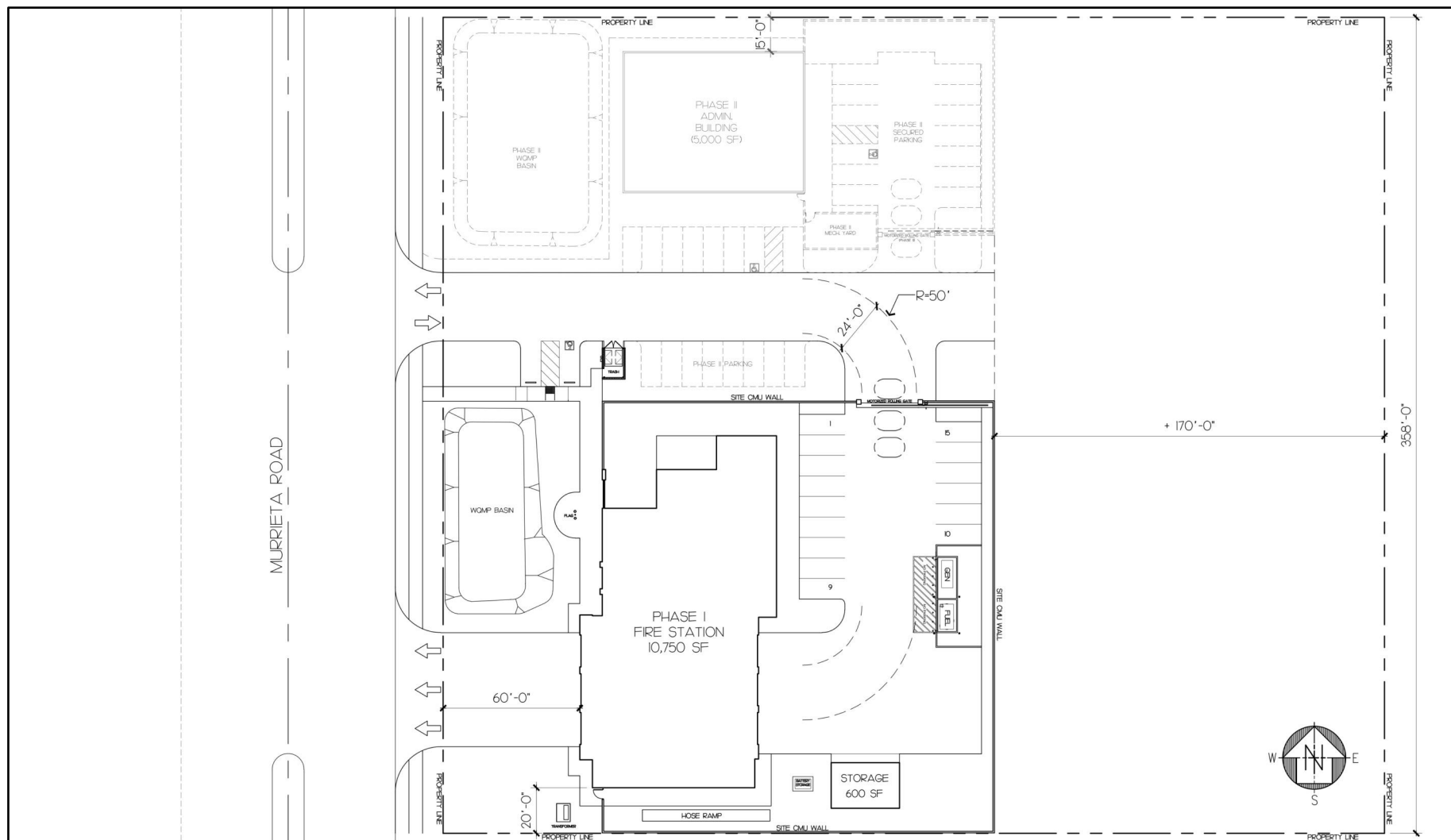


Figure 2-4 Conceptual Site Plan

2.5 PROJECT APPROVALS

The following approvals and permits are required to implement the Proposed Project.

2.5.1 Discretionary Approval

- Approval of the fifth Addendum to the Green Valley Specific Plan EIR for the City of Perris Green Valley Fire Station.
- Specific Plan Amendment SPA 25-00001 to change the Green Valley Specific Plan land use designation for the 3.4-acre Planning Area 57a from Open Space to Public Facility for the future development and operation of a fire station within the Green Valley community.

2.5.2 Subsequent Approvals, Permits, and Studies

- Grading Permits
- Building Permits
- National Pollutant Discharge Elimination System (NPDES) Permits

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

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

3.1.1 Where Impact Was Analyzed

This column provides a cross-reference to the pages of the 1990 certified EIR and later addendums where information and analysis may be found relative to the environmental issue listed under each topic. For the purpose of this analysis, any potential impacts associated with land use designation and physical development of the Project site reference the impact analyses of the 2023 Phase 2 EIR Addendum since the Project site is located within the Phase 2 Phase 2 Project Area. Any potential impacts associated with overall development of the Green Valley Specific Plan reference the impact analyses of the 2024 Case Road EIR Addendum since this is the latest evaluation of overall development impacts.

3.1.2 Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether there have been substantial changes to the project involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3.1.3 Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the Project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new or substantially more severe significant impacts are identified, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

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

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

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

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

3.2.2 Mitigation Measures

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

3.2.3 Conclusions

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

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
1. Aesthetics. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	EIR Setting p. 4-113 EIR Impacts 4.11.2.1 Phase 2 EIR Addendum p. 4-1	No	No	No	Yes
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	EIR Setting p. 4-113 EIR Impacts 4.11.2.1 Phase 2 EIR Addendum p. 4-2	No	No	No	Yes
c) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	EIR Setting p. 4-113 EIR Impacts 4.11.2.1 Phase 2 EIR Addendum p. 4-2	No	No	No	Yes
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	EIR Setting p. 4-114 EIR Impact 4.11.2.2 Phase 2 EIR Addendum p. 4-2	No	No	No	Yes

4.1.1 Discussion

Scenic resources refer to aesthetically pleasing natural and man-made physical features. Scenic vistas are viewsheds that include scenic resources. Important scenic vistas within the City of Perris include the western, eastern, and northern view of the surrounding foothills, and the view north to the San Bernardino Mountains.

The existing conditions of the proposed Project site generally have not changed from the conditions described in the 1990 certified EIR, 2023 Phase 2 EIR Addendum, and 2024 Case Road EIR Addendum. The Project site is vacant and undeveloped, with minimal and sparse vegetation. The Project site is flat with minimal elevation deviations.

Development within the Green Valley Specific Plan area includes the existing Perris Crossing Retail Center in the easternmost portion of the Green Valley Specific Plan area, ongoing construction of developments within the Phase 1A and Phase 1B project area, ongoing grading and stockpiling activities, and access points for the Green Valley Specific Plan area and buildout of major interior roads. Development within the Phase 1B project area began in the first quarter of 2022. Off-site improvements have been made to Ethanac Road, Fieldstone Drive, Green Valley Parkway, Murrieta Road, and Goetz Road. Since approval of the Green Valley Specific Plan in 1990, the Perris Crossings retail center has been built within the Green Valley Specific Plan area (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) and is in full operation within the southeast corner (3150 Case Road) of the Green Valley Specific Plan area. No other substantial change in the environmental and regulatory settings related to aesthetics, described in the 1990 certified EIR Section 4.11, Aesthetics, has occurred since certification of the EIR in 1990. As noted in the 1990 certified EIR, the Perris Valley has been the site of increasing urbanization, and the semi-rural character of the area has been gradually changing to more suburban development since prior to the 1990 certified EIR.

a) Would the project have a substantial adverse effect on a scenic vista?

As described in Section 4.11, Aesthetics, of the 1990 certified EIR, the Green Valley Specific Plan area is within the relatively flat Perris Valley. Views from the Valley floor include local hills and mountain ranges. These views have not changed since the 1990 EIR was certified. The 1990 certified EIR noted that significant aesthetic impacts would occur as a result of modifications to the appearance of the Green Valley Specific Plan area as well as views of and from the site from buildout of the Green Valley Specific Plan. However, the 1990 certified EIR concluded that aesthetic impacts would largely be mitigated by the landscape plan and site development standards (Mitigation Measure 4.11.3-Site Design Elements).

The Proposed Project would change the development pattern of Planning Area 57a compared to what was analyzed and approved in the 1990 certified EIR and the 2023 Phase 2 EIR Addendum but would implement the mitigation measure for a new fire station as required by these documents. Further, the Project would not result in changes to the overall land use assumptions including buildout maximums for the rest of the Green Valley Specific Plan area. The Proposed Project would not change the landscape and site design standards and requirements that provide mitigation for aesthetic impacts. Overall, aesthetics impacts remain similar to those which were described in the 1990 certified EIR. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measure for significant aesthetic impacts would be required for the Proposed Project. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

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

There are no officially designated State Scenic Highways or National Scenic Byways with views of the Green Valley Specific Plan area. The Proposed Project would change the development pattern of Planning Area 57a compared to what was analyzed and approved in the 1990 certified EIR and the 2023 Phase 2 EIR Addendum. However, the fire station proposed for development under the Proposed Project would be similar to the land uses already analyzed and approved in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Because the proposed fire station would not be visible from officially designated scenic highways or byways, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR remain valid and no further analysis is required.

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

In the 1990 certified EIR, Impact 4.11.2.1 notes that the Green Valley Specific Plan would extensively alter the Project site, changing the area from relatively open views of areas devoted to agriculture to suburban development, including commercial and residential structures. The 1990 certified EIR noted that site design elements, including the landscape plan required under Mitigation Measure 4.11.3 – Site Design Elements, would soften any new hardscapes such that the Green Valley Specific Plan project would not result in significant adverse impacts.

The Project would not change the landscape and site design standards or mitigation requirements that minimize the degree of aesthetic impacts. Overall, the Proposed Project's aesthetics impacts would be similar to those described and previously analyzed in the 1990 certified EIR. Additionally, the Proposed Project would be consistent with Conservation Element Policy VII.A and Open Space Element Policy III.A since the Project would not be developed on hillsides or rock outcroppings. No new significant impacts or substantially more severe significant impacts would occur, and the same mitigation measures for significant aesthetic impacts would be required and implemented for the Proposed Project (See Mitigation Measure 4.11.3); therefore, the findings of the 1990 certified EIR remain valid and no further analysis is required.

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

In the 1990 certified EIR, Impact 4.11.2.2 evaluated the potential for impacts from the Green Valley Specific Plan related to nighttime light and glare. The 1990 certified EIR noted that development permitted under the Green Valley Specific Plan would add sources of nighttime lighting, and that nighttime light would have adverse effects on the Mount Palomar Observatory. Mitigation for this impact (Mitigation Measure 4.11.3 – Light and Glare Mitigation) was adopted and required future development within the Green Valley Specific Plan to comply with Riverside County Ordinance 655, also known as the Mount Palomar Lighting Ordinance. This ordinance is still in effect and will continue to apply to the Green Valley Specific Plan, including the Proposed Project.

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

The Project would change the development pattern of Planning Area 57a compared to what was analyzed and approved in the 1990 certified EIR and the 2023 Phase 2 EIR Addendum but would not result in an increase in the overall amount of development within the Green Valley Specific Plan area approved under the 1990 certified EIR. As such, the Proposed Project would not substantially increase the level of nighttime light or glare that would occur compared to the previously approved 1990 Green Valley Specific Plan since the Proposed Project would continue to comply with mitigation measures approved and required in the 1990 certified EIR (See Mitigation Measure 4.11.3). Therefore, no new significant impacts or substantially more severe significant impacts would occur from development of the Proposed Project, and the same 1990 certified EIR mitigation measure for significant aesthetic impacts would be required and implemented as part of the Proposed Project. Therefore, the findings of the 1990 certified EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the 1990 certified EIR and would continue to be applicable to the Proposed Project.

Mitigation Measure 4.11.3: Site Design Elements and Light and Glare Mitigation (see p. 4-116 and 4-117 of the 1990 certified EIR and p. 5-23 of the 1990 certified EIR Mitigation Monitoring and Reporting Program [Appendix A]).

The 1990 certified EIR concluded that impacts related to the existing visual character and light and glare would be reduced to a less than significant level after mitigation. This conclusion would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on aesthetics. No further analysis is required.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	EIR Setting pages 4-33, 4-39 to 4-42 EIR Impact 4.6.2.3 Phase 2 EIR Addendum p. 4-5	No	No	No	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pages 4-33, 4-39 to 4-42 Impact 4.6.2.3 Phase 2 EIR Addendum p. 4-5	No	No	No	Yes
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not addressed; criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-5	No	No	No	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed; criterion was not part of CEQA Guidelines Appendix G	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:					
	when 1990 EIR was certified Phase 2 EIR Addendum p. 4-6				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	EIR Setting pages 4-33, 4-39 to 4-42 EIR Impact 4.6.2.3 Forest land not addressed; criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-6	No	No	No	N/A

4.2.1 Discussion

Since certification of the 1990 EIR, the CEQA Guidelines Appendix G checklist has been modified to include analysis of forestry resources. No substantial changes in the environmental setting related to agriculture and forestry resources have occurred since certification of the 1990 EIR. However, since certification of the 1990 EIR and approval of the Green Valley Specific Plan Phase 1B Project Addendum, Planning Areas 13a and 13b have been mass graded and, therefore, no longer support active agriculture or ruderal vegetation.

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

The 1990 certified EIR concluded that the Green Valley Specific Plan project would result in a significant and unavoidable impact related to Important Farmland despite implementation of mitigation measures. With the adoption of the Green Valley Specific Plan in 1990, the City-adopted land use designations in the Green Valley

Specific Plan area were changed from agricultural designations to non-agricultural designations (i.e., residential, commercial, industrial). The Project site is designated as Farmland of Local Importance under the California Department of Conservation Important Farmland Mapping and Monitoring Program and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The Proposed Project would allow for development of the same type of land uses as those approved under the 1990 Green Valley Specific Plan and would occur entirely within the same boundaries analyzed in the 1990 certified EIR. No new significant impacts or substantially more severe significant impacts would occur from development of the Proposed Project. Therefore, the findings of the 1990 certified EIR remain valid and no further analysis is required.

b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

The 1990 certified EIR acknowledged that implementation of the Green Valley Specific Plan would create pressure to develop nearby agricultural land. The 1990 certified EIR included a mitigation measure (Mitigation Measure 4.6.3.2 – Agricultural Resource Considerations) intended to reduce land use conflicts that would occur with urban encroachment into agricultural areas. With adoption of the Green Valley Specific Plan in 1990, the land use designations in the Green Valley Specific Plan area, including the Project site, were changed from agricultural designations to non-agricultural designations. The Proposed Project involves an amendment to the Green Valley Specific Plan to change the land use designation of the 3.4-acre Planning Area 57a from Open Space to Public Facility for the future development and operation of a fire station within the Green Valley community. Neither the Open Space nor Public Facility zones are agricultural zones. No lands zoned for agriculture would be converted to non-agricultural uses by the Proposed Project. Additionally, as described on page 4-40 of the 1990 certified EIR, there were no parcels within the Green Valley Specific Plan site subject to a Williamson Act contract. There are still no lands subject to Williamson Act contracts within the Green Valley Specific Plan site (DOC 2016). Therefore, no impacts related to conflicts with existing agricultural zoning or Williamson Act contracts would occur from development of the Proposed Project. Because the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts related to agricultural zoning or Williamson Act contracts, the findings of the 1990 certified EIR remain valid and no further analysis is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The 1990 certified EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. The existing specific plan zoning of the Project site is Open Space, which is not a zone for forest land, timberland, or Timberland Production. No lands zoned for forestry, timberland, or timberland zoned Timberland Production uses would be affected by the Proposed Project. Because the Proposed Project would not conflict with lands zoned for forestry or timberland uses, no impact would occur. No further analysis is required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The 1990 certified EIR did not address forestry issues. Nonetheless, there is no forest land or timberland within the City of Perris. Therefore, the Proposed Project would not result in the loss or conversion of forest land and no impact would occur. No further analysis is required.

e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The 1990 certified EIR acknowledged that implementation of the Green Valley Specific Plan would create pressure to develop nearby agricultural land. The 1990 certified EIR included a mitigation measure intended to reduce land use

conflicts that would occur with urban encroachment into agricultural areas. With the adoption of the Green Valley Specific Plan in 1990, the land use designations in the Green Valley Specific Plan area, including the Project site, were changed from agricultural designations to non-agricultural designations. Therefore, development of the Proposed Project would not result in conversion of agricultural land to non-agricultural use that has not already been addressed in the 1990 certified EIR. In addition, the City of Perris adopted its 2030 General Plan in April 2005, in which the Land Use Element removed agriculture land use designations from all but one small parcel in the northern area of the City. No properties within the vicinity of the Green Valley Specific Plan site, either within the City of Perris or the City of Menifee, are designated for agricultural uses. Potentially significant impacts on agricultural resources would not occur under the Proposed Project and would be less than those identified in the 1990 certified EIR. Development of the Proposed Project would not involve the conversion of farmland that was not previously evaluated in the 1990 certified EIR and no new significant impacts or substantially more severe significant impacts would occur.

Mitigation Measures

Mitigation Measure 4.6.3.2 was included in the 1990 certified EIR to include vegetative barriers and buffers between the specific plan area and active agricultural operations to the south and west. To the south is Ethanac Road and to the west is approved development that is under construction. Additionally, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Therefore, this mitigation measure does not apply to the Proposed Project.

The 1990 certified EIR concluded that impacts related to the elimination of agricultural resources would be significant and unavoidable. The Proposed Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) or otherwise adversely affect agricultural operations. Therefore, potential impacts from the Proposed Project would be less than those identified in the 1990 certified EIR. Implementation of the Proposed Project would not result in any new or substantially more severe significant impacts on agriculture and forest resources.

Conclusion

Since the 1990 EIR was certified and the Phase 2 EIR Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the 1990 certified EIR and Phase 2 EIR Addendum remain valid and implementation of the Proposed Project would not result in any new or substantially more severe significant impacts on agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents Mitigations Address/ Resolve Impacts?
3. Air Quality. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	EIR pages 4-97 to 4-102 Case Road EIR Addendum p. 4-20	No	No	No	Yes
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	EIR pages 4-97 to 4-102 Case Road EIR Addendum p. 4-21	No	No	Yes	Yes and mitigation has been updated, but construction and operational air quality impacts remain significant and unavoidable
c) Expose sensitive receptors to substantial pollutant concentrations?	Not analyzed Case Road EIR Addendum p. 4-23	No	No	Yes	Yes
d) Result in other emissions, such as odors, that adversely affect a substantial number of people?	EIR p. 4-98 Case Road EIR Addendum p. 4-26	No	No	Yes	Yes

4.3.1 Discussion

The City of Perris is located within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The South Coast Air Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

The South Coast Air Quality Management District (AQMD or SCAQMD) is the agency responsible for comprehensive air pollution control within the Basin. To that end, the South Coast AQMD, a regional agency, works directly with the

Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within its jurisdiction. Instead, the South Coast AQMD has used its expertise and prepared the CEQA Air Quality Handbook and newer thresholds of significance to indirectly address these issues in accordance with the projections and programs of its Air Quality Management Plans (AQMPs). The purpose of the CEQA Air Quality Handbook and newer thresholds of significance is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the South Coast Air Basin. Specifically, the CEQA Air Quality Handbook and newer thresholds of significance explain the procedures that the South Coast AQMD recommends be followed during environmental review processes required by CEQA. The CEQA Air Quality Handbook and newer thresholds of significance provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the region, and adverse impacts will be minimized.

In accordance with CEQA and the CEQA review process, the City of Perris assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces the implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and state standards. Instead, the City relies upon the expertise of the South Coast AQMD and utilizes the CEQA Air Quality Handbook and newer thresholds of significance as the guidance documents for the environmental review of plans and development proposals within its jurisdiction. The impact analyses provided in the 2017, 2020, 2023, and 2024 EIR Addendums to the 1990 certified EIR are based on the recommended methods of the South Coast AQMD's CEQA Air Quality Handbook and newer thresholds of significance.

The existing conditions of the Project site generally have not changed from the conditions described in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. The Project site is vacant and undeveloped, with minimal and sparse vegetation. In addition, the regulatory setting for air quality has not changed since approval of the 2024 Case Road EIR Addendum with the exception that the 2022 California Energy Code will be superseded by the 2025 California Energy Code as of January 1, 2026.

The following discussion summarizes new air quality information and compares this information to the analysis presented in the 1990 certified EIR. While construction of the Proposed Project would result in criteria pollutant emissions, the Proposed Project would result in similar land disturbance, length of construction and equipment used. Therefore, the Proposed Project emissions would not substantively differ from those previously analyzed and, thus, would not result in any new or substantially more severe impacts than were previously disclosed in the EIR.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Consistency of the Green Valley Specific Plan with the AQMP developed by the South Coast AQMD for the South Coast Air Basin is discussed on pages 4-97 through 4-99 of the 1990 certified EIR. The Proposed Project relates to the AQMP through the land use and growth assumptions used to forecast automotive air pollutant emissions. The Green Valley Specific Plan's consistency with the AQMP is tied to whether a developed condition for the Project site was considered in the AQMP. The AQMP that was in effect at the time that the 1990 EIR was certified was the 1989 AQMP. The 1990 certified EIR concluded that the Green Valley Specific Plan was consistent with the growth projections for the City of Perris and Riverside County.

As discussed above, since the EIR was certified in 1990, the South Coast AQMD has adopted several newer AQMP's, the most recent of these is the 2022 AQMP. The land uses envisioned in the approved Green Valley Specific Plan as

reflected in the City of Perris 2030 General Plan have been taken into account for the regional growth projections for the current AQMP.

The consistency of new general development projects with this AQMP is also based on regional growth forecasts. The Proposed Project is consistent with the Green Valley Specific Plan, and the land uses as analyzed in the 1990 certified EIR. Thus, the Proposed Project would not provide for any growth within the Green Valley Specific Plan area that was not already approved by the City of Perris and taken into account for the regional growth projections for the current AQMP. Therefore, the Proposed Project would not conflict with or obstruct implementation of the current AQMP. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The analysis contained in this section is summarized from the Green Valley Specific Plan Air Quality & Greenhouse Gas (AQ & GHG) Comparative Analysis (Urban Crossroads 2024a).

Construction

The 1990 certified EIR evaluated short-term construction emissions of criteria air pollutants (pages 4-97 through 4-98). Based on a 10-year buildout period, the 1990 certified EIR estimated that construction of the Green Valley Specific Plan would generate maximum emissions of reactive organic gases (ROG) (similar to volatile organic compounds (VOC)) of 114.7 pounds per day, nitrogen oxides (NOx) of 1,082.7 pounds per day, carbon monoxide (CO) of 293.7 pounds per day, respirable particulate matter (PM) of 47.9 pounds per day, and sulfur oxides (SOx) of 91.5 pounds per day. At the time of certification of the 1990 EIR, the South Coast AQMD did not have any adopted thresholds for determining the significance of construction emissions and the 1990 certified EIR determined that although daily NOx emissions would be substantial, the mobile nature of the construction equipment would prevent any localized violation of a NOx ambient air quality standard. Nevertheless, construction mitigation was recommended for fugitive dust emissions and the 1990 certified EIR determined that construction-related impacts would be less than significant.

The estimated construction emissions for the Proposed Project have been calculated using the Emission Estimator Model (CalEEMod) version 2022.1.1.30 and the calculation results are provided in Appendix B to this EIR Addendum. The maximum daily construction emissions are estimated to be 8.1 pounds per day of ROG, 29.2 pounds per day of NOx, 29.8 pounds per day of CO, 0.05 pounds per day of SOx, 6.6 pounds per day of PM10, and 3.85 pounds per day of PM2.5.

While construction of the Proposed Project would result in criteria pollutant emissions, construction impacts have been analyzed in the 1990 certified EIR. The generation of criteria pollutant emissions, including NOx, would occur during construction of the uses assumed in the adopted Green Valley Specific Plan as well as the Proposed Project, both of which would result in similar land disturbance, length of construction, and equipment used. However, the Proposed Project's construction emissions would not substantively differ from those previously analyzed in 1990 certified EIR and, thus, would not result in any new or substantially more severe significant impacts than were previously disclosed in the 1990 certified EIR. The same mitigation measures for fugitive dust emissions proposed in the 1990 certified EIR would be required and implemented as part of the Proposed Project (See Mitigation Measure 4.9.3). However, since the Green Valley Specific Plan has been approved, mitigation measures required in the 1990 certified EIR have become outdated due to advances in technology. As such, updated mitigation has been recommended to reduce construction-generated emissions. Therefore, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

Operation

The 1990 certified EIR evaluated long-term mobile source operational emissions of criteria air pollutants (pages 4-98 through 4-99). The 1990 certified EIR did not evaluate the combustion of natural gas, use of consumer products and

landscaping equipment, and periodic application of architectural coatings as is currently recommended by the South Coast AQMD. The 1990 certified EIR estimated that at full project buildout, the Green Valley Specific Plan would generate over 100,000 daily vehicle trips; based on typical vehicle behavior in Riverside County at that time, this number was extrapolated to be about 640,000 vehicle miles traveled (VMT) per day. Based on the analysis performed in the 1990 certified EIR, mobile source emissions associated with the Green Valley Specific Plan was estimated to generate approximately 7.33 tons per day of CO, 0.61 tons per day of ROG, and 0.94 tons per day of NOx. At the time that the 1990 EIR was certified, the South Coast AQMD did not have adopted quantitative thresholds of significance and these levels of emissions were determined to be potentially significant.

However, the 1990 certified EIR reviewed the aforementioned level of mobile source emissions in the context of regional growth within the SCAG regional growth forecast for Riverside County. In that context, the 1990 certified EIR determined that the Green Valley Specific Plan was consistent with SCAG's regional growth assumptions and would, therefore, provide necessary housing and jobs to meet that projected growth. Mobile source air quality impacts were found to be reduced by demonstrating consistency with SCAG's regional growth model. Nevertheless, mobile source mitigation was recommended and determined to reduce impacts, but not to a less-than-significant level. Mobile source-generated emissions were found to be significant and unavoidable in the 1990 certified EIR.

Based on the proposed changes to the Green Valley Specific Plan for the Case Road Mixed-Use Project and updates to the regulatory and environmental settings that occurred since the certification of the 1990 EIR, the 2024 Case Road EIR Addendum estimated the updated emissions for the overall Green Valley Specific Plan.

The 2024 Case Road EIR Addendum estimated the unmitigated maximum daily operational emissions associated with the Case Road Mixed-Use Project and the same area in the approved Green Valley Specific Plan. The analysis from the 2024 Case Road EIR Addendum and presented in Table 4.3-1 determined that the net difference in emissions is a net reduction of each pollutant. This reduction in emissions is primarily due to fewer vehicle trips generated by the Proposed Project compared to the 1990 Green Valley Specific Plan.

Table 4.3-1 Maximum Daily Operational Emissions of Criteria Air Pollutants and Ozone Precursors

Source	Emissions in Pounds Per Day					
	VOC	NOx	CO	SOx	PM10	PM2.5
Approved Green Valley Specific Plan						
Summer Total	175.62	143.05	1,307.45	3.20	277.66	72.44
Winter Total	158.22	152.67	1,059.45	3.01	277.58	72.38
Case Road Mixed-Use Project						
Summer Total	111.01	66.75	566.33	1.26	104.68	27.76
<i>Net Change</i>	<i>-64.61</i>	<i>-76.30</i>	<i>-741.12</i>	<i>-1.94</i>	<i>-172.98</i>	<i>-44.68</i>
Winter Total	97.91	70.33	446.53	1.18	104.59	27.69
<i>Net Change</i>	<i>-60.31</i>	<i>-82.34</i>	<i>-612.92</i>	<i>-1.83</i>	<i>-172.99</i>	<i>-44.69</i>

Source: 2024 Case Road EIR Addendum.

The estimated operational emissions for the Proposed Project have been calculated using CalEEMod and the calculation results are provided in Appendix B to this EIR Addendum. The maximum daily operational emissions during the summer are estimated to be 0.59 pounds per day of ROG, 0.17 pounds per day of NOx, 1.14 pounds per day of CO, <0.005 pounds per day of SOx, 0.07 pounds per day of PM10, and 0.02 pounds per day of PM2.5. The maximum daily operational emissions during the winter are estimated to be 0.47 pounds per day of ROG, 0.16 pounds per day of NOx, 0.4 pounds per day of CO, <0.005 pounds per day of SOx, 0.06 pounds per day of PM10, and 0.02 pounds per day of PM2.5.

The mitigation measures adopted with the 1990 certified EIR would continue to apply to the Proposed Project; however, as described in the 1990 certified EIR, the mitigation measures would not reduce impacts to a less-than-

significant level and would remain significant and unavoidable. Nonetheless, the Proposed Project comparatively under today’s conditions would result in less total emissions than what was adopted in the 1990 certified EIR. Therefore, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Localized Significance Thresholds

The 1990 certified EIR was prepared prior to the South Coast AQMD’s adoption of localized significance thresholds in 2005. The localized significance thresholds were developed in consideration of the South Coast AQMD’s environmental justice project for use by public agencies to determine whether a project would generate significant adverse localized air quality impacts. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities. Localized air quality impacts were evaluated at sensitive receptor land uses nearest the Project site. All distances were measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

Short-term emissions from Proposed Project construction were estimated using CalEEMod. Consistent with localized significance thresholds methodology, construction-related emissions of NOx, CO, PM10, and PM2.5 from onsite sources and vendor/worker trips associated with the Proposed Project were analyzed. Table 4.3-4 below summarizes the LST results for daily construction emissions. Detailed modeling assumptions can be found in Appendix B of this Addendum.

Table 4.3-2 Localized Significance Thresholds for Peak of Project Construction

Peak Construction	Emissions in Pounds per Day			
	NOx	CO	PM10	PM2.5
Peak Day Localized Emissions	29.2	29.8	6.6	3.8
South Coast AQMD Local Significance Thresholds	883	213	7	4
Exceeds Thresholds?	No	No	No	No

As shown in Table 4.3-2, emissions from construction of the Proposed Project would be below the localized significance thresholds established by the South Coast AQMD. As such, the Proposed Project would not result in a new or substantially more severe significant impact than was previously disclosed in the 1990 certified EIR and 2024 Case Road EIR Addendum. Therefore, this impact would be less than significant.

Roadway CO Hots Spots

The 1990 certified EIR evaluated potential CO hot spot impacts on page 4-99. A CO “hot spot” is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

The 1990 certified EIR used the California Line Source Dispersion model CALINE4 to assess peak hour traffic levels assuming levels of service (LOS) ranging from “C” to “F.” The 1990 certified EIR found that under worst-case circumstances, the maximum CO level achieved was 3.8 parts per million above background levels. The 1990 certified EIR found that this concentration was a less-than-significant impact.

The 2024 Case Road EIR Addendum utilized the analysis prepared for CO attainment in the South Coast Air Basin by the South Coast AQMD in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the South Coast AQMD’s 2003 AQMP and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections (2003 AQMP Appendix V, p. V-4-32). Considering the region’s unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

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

The highest average daily trips for the Case Road Mixed-Use Project and cumulative project traffic was estimated to be approximately 20,282 trips, which is substantially lower than the values studied by the South Coast AQMD. The proposed Project is expected to generate an average of approximately 56 daily trips. Most of these trips would be for emergency calls. Therefore, it can reasonably be concluded that Proposed Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Proposed Project would yield higher CO concentrations if modeled in detail. Additionally, the Green Valley Specific Plan would result in approximately 17,149 fewer trips per day than the original approved land uses in the 1990 certified EIR. Thus, the Proposed Project would not result in CO hot spots and therefore would not result in any new significant impacts or substantially more severe significant impacts. Accordingly, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

d) Would the project result in other emissions, such as odors, that adversely affect a substantial number of people?

The 1990 certified EIR did not evaluate potential odor impacts associated with the Green Valley Specific Plan; therefore, potential odor impacts are evaluated in this EIR Addendum. Minor odors from the use of heavy-duty diesel equipment, and the laying of asphalt during project related construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. These types of odor-generating activities would not occur at any single location, or within proximity to offsite receptors, for an extended period of time. Given the temporary nature of construction activities within specific locations in the Proposed Project Area and that the prevailing wind direction is from the south which would likely keep odor emissions away from adjacent existing land uses, the Proposed Project construction is not anticipated to result in an odor-related impact.

Operation of the Proposed Project would not generate substantial objectionable odors. The Proposed Project would contain a use (fire station) that is common in the surrounding urbanized area (e.g., residential and commercial areas). Therefore, the implementation of the Proposed Project would not result in exposure of a substantial number of people to objectionable odors. This impact would be less than significant.

Mitigation Measures

The following mitigation measures were adopted with the certified 1990 certified EIR and would continue to be applicable to the Proposed Project.

Mitigation Measure 4.9.3 (Fugitive Dust): Implement fugitive dust control measures during construction as required by SCAQMD Rules 402 and 403 (see Mitigation Measures on pages 4-100 and 4-101 of the GVSP Final EIR and pages 5-18 and 5-19 of the Mitigation Monitoring and Reporting Program [Appendix A]).

Mitigation Measure 4.9.3 (Mobile Sources): Implement transportation control measures (see Mitigation Measures on pages 4-100 and 4-101 of the GVSP Final EIR and pages 5-18 and 5-19 of the Mitigation Monitoring and Reporting Program [Appendix A]).

Conclusion

Implementation of Mitigation Measure 4.9.3 from the 1990 certified EIR would ensure that construction emissions remain at a less-than-significant level as disclosed in the 1990 certified EIR. For all criteria air pollutants, when comparing emissions associated with the Proposed Project to emissions associated with the approved Green Valley Specific Plan, the net difference in emissions is a net reduction. Therefore, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
4. Biological Resources. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	EIR Setting pages 4-20 to 4-27 EIR Impacts pages 4-27 to 4-29 Phase 2 EIR Addendum p. 4-28	No	No	No	Yes, mitigation has been updated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	EIR Setting pages 4-20 to 4-27 Impacts pages 4-27 to 4-29 Phase 2 EIR Addendum p. 4-31	No	No	No	Yes
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	EIR Setting p. 4-20 Impacts pages 4-27 to 4-29 Phase 2 EIR Addendum p. 4-31	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
4. Biological Resources. Would the project:					
d) Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	EIR Setting p. 4-20 Impacts pages 4-28 Phase 2 EIR Addendum p. 4-31	No	No	No	Yes
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	EIR Setting p. 4-27 Impacts pages 4-28 to 4-29 Phase 2 EIR Addendum p. 4-32	No	No	No	N/A
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	EIR Impacts p. 4-29 Phase 2 EIR Addendum p. 4-32	No	No	No	N/A

4.4.1 Discussion

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which was implemented in 2003, was not in place at the time of the 1990 certified EIR. The MSHCP is divided into 16 separate Area Plans, which contain Criteria Areas that are divided into Criteria Cells that have designated "criteria." The criteria describe a set of standards for evaluating targeted lands and determining if they meet the criteria for acquisition and incorporation into the MSHCP Reserve within the Criteria Cell. The Project site is located outside of Subunit 4 of the Mead Valley Area Plan of the MSHCP. The Western Riverside County Regional Conservation Authority (RCA) was formed in 2004 to help achieve the goals of the MSHCP.

The Project site is located within the Green Valley Specific Plan Phase 2 Project Area. Background research on biological resources and 16 biological surveys of the Phase 2 Project Area and portions of the larger Green Valley Specific Plan area were conducted from March 9, 2018 to August 14, 2018. These surveys included a habitat assessment and survey for general biological resources, evaluation of potential waters of the United States and waters of the state, and focused surveys for special-status species. The surveys are documented in a Biological Technical Report, which is provided in Appendix F of the 2023 Phase 2 EIR Addendum. The existing vegetation within the Phase 2 Project Area and the larger Green Valley Specific Plan area consists primarily of agricultural and

previously disturbed land; a condition not substantially different from what was described in the 1990 certified EIR. However, since certification of the 1990 EIR and completion of the 2018 biological surveys, Planning Areas 13a and 13b were mass graded in February 2022 as part of the Green Valley Specific Plan Phase 1B project.

A new species search was conducted also to determine if any additional species should be analyzed for the 2023 Phase 2 EIR Addendum. This was done through queries of the California Natural Diversity Database, the California Native Plant Society's Inventory of Rare and Endangered Plants of California, and the U.S. Fish and Wildlife Service Information for Planning and Consultation search. Of the additional special-status plant species analyzed, none are expected to occur in the Phase 2 Project Area due to lack of habitat suitable for these species. Of the additional special-status animal species analyzed, one wildlife species, mountain plover (*Charadrius montanus*), was found to have potential to occur in or in the vicinity of the Phase 2 Project Area. If present, mountain plovers would be wintering in the Phase 2 Project Area.

The following discussion summarizes biological information from the 2023 Phase 2 EIR Addendum and compares this information, as well as the additional special-status plant and wildlife species presented above, to the analysis presented in the 1990 certified EIR.

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

The 1990 certified EIR evaluated the impact of the Green Valley Specific Plan on two special-status plant species and five special-status animal species that have the potential to occur within the Green Valley Specific Plan area. The 2023 Phase 2 EIR Addendum identified 72 special-status plants and 54 special-status wildlife species that occur within western Riverside County through queries of the California Natural Diversity Database and California Native Plant Society's Inventory of Rare and Endangered Plants of California for the Perris, Romoland, and 8 surrounding USGS 7.5' quadrangles, through review of the MSHCP, site reconnaissance surveys, and the biologist's knowledge of the species of Riverside County. No special-status plant species are anticipated to occur within the Phase 2 Project Area due to a lack of suitable habitat or because the species were not detected during protocol-level surveys conducted in 2018. The following special-status wildlife species were detected within or adjacent to the Phase 2 Project Area during the 2018 surveys described above: American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, and San Diego black-tailed jackrabbit. In addition, golden eagle, northern harrier, and tricolored blackbird may use agricultural and/or disturbed lands within the Phase 2 Project Area and larger Green Valley Specific Plan area for foraging, although, these species were not detected during the 2018 surveys. Trees adjacent to the Phase 2 Project Area to the west may also provide nesting habitat for raptors and roosting habitat for pocketed free-tailed bat and western mastiff bat, although, the likelihood of these bat species using the Phase 2 Project Area is low.

The Phase 2 Project Area is within a portion of the MSHCP identified as a narrow endemic plant species survey area. Focused narrow endemic plant species survey area surveys of the Phase 2 Project Area and portions of the larger Green Valley Specific Plan area were conducted in 2018 and no special-status plant species were detected. Therefore, no impacts to special-status plants would result from the project beyond those disclosed in the 1990 certified EIR.

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

The 1990 certified EIR concluded that impacts on raptor foraging habitat would be significant and unavoidable due to the loss of a windrow of Eucalyptus trees along Murrieta Road. Based on a review of aerial imagery, the Eucalyptus

trees discussed in the 1990 certified EIR were removed sometime after August 2018 and before December 2018 (Google 2022). With removal of the trees along Watson Road, the Phase 2 Project Area contains no suitable nesting habitat for common or special-status raptors, or potential roosts for special-status bats. However, there are eucalyptus trees along Watson Road 0.3 mile north of Planning Areas 13a and 13b in the Phase 2 Project Area that may provide nesting habitat for raptors or roosting habitat for bats.

The 2023 Phase 2 EIR Addendum indicated that the agricultural fields and disturbed habitat within the Phase 2 Project Area and greater Green Valley Specific Plan area may provide suitable foraging habitat for common raptors and special-status birds that are covered species under the MSHCP. The Phase 2 project and changes to land uses in the Green Valley Specific Plan area would convert fewer acres of foraging habitat to development than was disclosed in the 1990 certified EIR because the limits of project disturbance have been modified to avoid the MSHCP criteria cell. In addition, participation in the MSHCP conservation strategy would reduce the impact on covered special-status bird species (i.e., American peregrine falcon, bald eagle, burrowing owl, least Bell's vireo, loggerhead shrike, white-tailed kite, golden eagle, northern harrier, and tricolored blackbird) from the loss of foraging habitat to less than significant levels. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe impacts beyond those disclosed in the 1990 certified EIR and 2023 Phase 2 EIR Addendum.

The Green Valley Specific Plan area is within an area identified in the MSHCP as a burrowing owl survey area. In burrowing owl survey areas, the MSHCP requires habitat assessments and focused surveys within areas of suitable habitat. If breeding burrowing owls are detected, the MSHCP requires that 90 percent of those portions of the property that provide long-term conservation value for the identified species be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP. During focused burrowing owl surveys of the Phase 2 Project Area in 2018, abundant ground squirrel burrows were found in the northern portion of the Phase 2 Project Area that provide potential nesting habitat for burrowing owl. Also, a burrowing owl and active burrow were observed along the Watson Ditch adjacent to the Phase 2 Project Area. No evidence of breeding behavior at this burrow was observed; and, while the owl was observed foraging within portions of the Phase 2 Project Area, there was no evidence that other burrows within or near the Phase 2 Project Area were used by burrowing owl. Although the surveys of the Phase 2 Project Area completed in 2018 did not find evidence of breeding, burrowing owls may have initiated breeding activities in the Phase 2 Project Area since the 2018 survey and the Proposed Project may result in loss of eggs and young if burrowing owls are nesting on or near the Project site (i.e., within 164 feet [50 meters]) during construction. The implementation of Mitigation Measure BIO-1 would avoid the loss of eggs and young by requiring pre-construction surveys for burrowing owl, and exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. The implementation of Mitigation Measure BIO-1 would, therefore, reduce this impact to a less than significant level.

Surveys conducted in 2018 detected least Bell's vireo adjacent to the Phase 2 Project Area along the western portion of the Watson Ditch, within basins further north of the ditch, and within the riparian habitat along the San Jacinto River. However, no habitat suitable for least Bell's vireo is present within the Project site. Therefore, the Proposed Project would not result in new significant impacts or substantially more severe impacts on least Bell's vireo beyond those disclosed in the 1990 certified EIR and 2023 Phase 2 EIR Addendum.

The 2023 Phase 2 EIR Addendum indicated that the agricultural fields and disturbed habitat within the Phase 2 Project Area and Green Valley Specific Plan area are suitable for nesting by common birds; however, as noted in the report, the species that would use the area for nesting are locally abundant and the potential loss of nests as a result of the Phase 2 project would not result in a substantial effect on local populations. In addition, the area where nest disturbance may occur would be less than proposed in the 1990 certified EIR. Therefore, the impact to common nesting birds is considered less than significant.

San Diego black-tailed jackrabbit was observed in the Phase 2 Project Area in 2018. The Phase 2 Project Area contains habitat suitable for this species that would be converted to development under Phase 2; however, the acreage of habitat converted would be less than proposed in the 1990 certified EIR because the limits of project disturbance have been modified to avoid the MSHCP criteria cell. In addition, San Diego black-tailed jackrabbit is a covered species under the MSHCP. Through required project participation in the MSHCP, the Phase 2 project would

contribute, through mitigation fee payment, to the conservation of approximately 142,116 acres of suitable breeding and foraging habitat for San Diego black-tailed jackrabbit, including linkages, within the MSHCP Conservation Area. The conservation of suitable habitat through the MSHCP would reduce any impacts on the species to less than significant. Therefore, the Proposed Project would not result in new significant impacts or substantially more severe impacts on San Diego black-tailed jackrabbit.

Mountain plover is a CDFW species of special concern, protected by the MSHCP, and was evaluated in the 2023 Phase 2 EIR Addendum. This species nests in high-elevation grasslands east of California but overwinters in California within chenopod scrub and valley and foothill grassland habitats, most frequently where vegetation is short (i.e., less than 3 inches) and cover is less than 65 percent. Mountain plovers can be found in short grasslands, freshly plowed fields, newly sprouting grain fields, and sometimes sod farms, especially fallow, grazed, or burned sites. In west Riverside County, mountain plovers have been recorded recently in diminishing numbers and are threatened by continued development. The Phase 2 Project Area contains overwintering habitat potentially suitable for this species within freshly plowed field, disturbed ruderal grassland and bare ground habitat with flat topography, and rodent burrows. Project activities, including grading and vegetation removal, are not expected to result in direct impacts on mountain plover, and the loss of this habitat is not expected to result in a significant adverse effect on the species, because suitable grain field and plowed field habitat is abundant elsewhere in the region surrounding the Phase 2 Project Area and no mortality of mountain plovers or loss of reproduction would occur. Therefore, this impact would be less than significant.

Based on the discussion above, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on special-status species; therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR concluded that all historical native plant communities had been eliminated due to many years of agricultural cultivation. The 2023 Phase 2 EIR Addendum similarly determined that there is no riparian scrub, forest, woodland habitat, as defined in MSHCP Section 6.1.2, located within the Project site. Additionally, no riparian or riverine resources as defined in MSHCP Section 6.1.2 are located within the Project site. Thus, the Proposed Project would not affect riparian habitat or any other sensitive natural community. The Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on riparian habitat or other sensitive natural communities; therefore, the findings of the 1990 certified EIR remain valid and no further analysis is required.

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

The 1990 certified EIR concluded that there would be a potentially significant impact on federally protected wetlands, because the Green Valley Specific Plan would result in the loss of approximately one acre of wetland along Murrieta Road. Mitigation Measure 4.4.8.3 of the 1990 certified EIR notes that permit requirements may be established by the US Army Corps of Engineers for construction that affects wetlands, and that the conditions will become enforceable upon issuance of the permit from the Army Corps of Engineers.

The western portion of the evacuation channel and Line A Channel are likely jurisdictional waters by the Army Corps of Engineers, the CDFW, and/or the Regional Water Quality Control Board (RWQCB) that run through the Green Valley Specific Plan area but were analyzed under separate approvals. Phase 1 of the construction of the Evacuation Channel located in the upland portion of Planning Area 54 was recently completed and construction of Phase 2 of the Evacuation Channel is currently underway. As such, the construction of this channel, which will include improvements to the eastern unvegetated portion of Watson Ditch, is not analyzed here. Although these features are

within the Green Valley Specific Plan area, the Proposed Project does not involve any development or other work in these channels. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts on state or federally protected wetlands. Accordingly, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

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

The major feature of biological interest in the Green Valley Specific Plan area is the San Jacinto River channel, which serves as a movement corridor for wildlife and is adjacent to the Phase 2 Project Area. The Phase 2 project includes an open space area adjacent to the San Jacinto River channel, providing an additional buffer from development that would occur in Planning Area 6a. Additionally, due to the disturbed nature of the Project site and greater Green Valley Specific Plan area, the Project site would support a significant wildlife nursery site. Therefore, the Proposed Project would not result in new significant impacts or substantially more severe significant impacts. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR did not address any existing tree preservation policies or ordinances. The City of Perris Urban Forestry Establishment and Care Ordinance protects all trees, including those within the right-of-way of any city street. However, there are no trees within the Project site. Therefore, there is no potential for Project construction to adversely affect trees or conflict with the local ordinance protecting them. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The Western Riverside County MSHCP was adopted in 2003, 13 years after certification of the 1990 Green Valley Specific Plan EIR. The Proposed Project would participate in the MSHCP. The Phase 2 Project Area is located directly adjacent to Subunit 4 of the Mead Valley Area Plan of the MSHCP. The Green Valley Specific Plan area, including the Project site, is located within the MSHCP burrowing owl survey area and the narrow endemic plant species survey area as discussed in discussion item "a" above. The implementation of Mitigation Measure BIO-1 for burrowing owl requires pre-construction surveys for burrowing owl, and the exclusion of burrowing owls during the non-breeding season in consultation with the RCA and the CDFW. Narrow endemic plant species survey area surveys of the Phase 2 Project Area and portions of the larger Green Valley Specific Plan area were conducted in 2018 and no special-status plant species were detected so no additional survey is required. It was determined during surveys for the 2023 Phase 2 EIR Addendum that the Project site does not contain any riparian/riverine areas or vernal pools pursuant to Section 6.1.2 of the MSHCP. Mitigation Measure BIO-2 from the 2023 Phase 2 EIR Addendum requires the implementation of all applicable requirements for survey, evaluation, and review required by the MSHCP including those that apply to projects on the urban/wildlands interface (e.g., restrictions on lighting, noise, invasive plants) (Section 6.1.4 in Western Riverside County 2003). However, the Project site is not located along the urban/wildlands interface. Therefore, Mitigation Measure BIO-2 from the 2023 Phase 2 EIR Addendum would not be applicable to the Proposed Project.

As discussed above, the City of Perris 2030 General Plan includes policies for the protection of biological resources that apply to the Proposed Project that were not in place at the time of the 1990 certified EIR. Mitigation Measure BIO-1 for burrowing owls would ensure that the Proposed Project would be in compliance with Section 6.3.2 of the MSHCP. As such, there are no elements of the Proposed Project that would conflict with applicable policies of the 2030 General Plan or MSHCP and, therefore, no significant impact would occur. Accordingly, the Proposed Project

would not result in new significant impacts or substantially more severe significant impacts. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measure is an update to what was approved in the 1990 certified EIR to address current site and regulatory conditions.

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

The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey (Mitigation Measure BIO-2), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project applicant shall coordinate with the City of Perris Planning Department, the US Fish and Wildlife Service, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the US Fish and Wildlife Service prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and US Fish and Wildlife Service review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the US Fish and Wildlife Service within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

Conclusion

Biological surveys of the Project site have been conducted since certification of the 1990 certified EIR that have detected additional special-status species within and adjacent to the Phase 2 Project Area. Although the occurrence of these additional special-status species is new information since the 1990 EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1, the Proposed Project would not result in any new significant or substantially more severe significant impacts on biological resources. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
5. Cultural Resources. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	EIR Setting pages 4-30 to 4-31 EIR Impact 4.5.2 Phase 2 EIR Addendum p. 4-36	No	No	No	Yes
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	EIR Setting pages 4-30 to 4-31 Impact 4.5.2 Phase 2 EIR Addendum p. 4-36	No	No	No	Yes, mitigation has been updated
c) Disturb any human remains, including those interred outside the formal cemeteries?	EIR Setting pages 4-30 to 4-31 EIR Impact 4.5.2 Phase 2 EIR Addendum p. 4-36	No	No	No	Yes, mitigation has been updated

4.5.1 Discussion

A Cultural Resource Investigation was prepared for the 2023 Phase 2 EIR Addendum. In support of this report, a literature review and records search were conducted at the Eastern Information Center of the California Historical Resources Information System on July 31, 2018. The search revealed that one prehistoric isolated artifact, P-33-024206, was previously recorded within the survey area; however this isolate was not located during the current survey. This suggests that the resource may have been destroyed or displaced by the on-going agricultural activities within that portion of the survey area. One historic-period archaeological site, P-33-007705, was previously recorded within the Phase 2 Project Area. P-33-007705 was evaluated for California Register of Historical Resources eligibility and was not recommended as eligible under any of the significance criteria. Therefore, this site is not considered a significant historical resource under CEQA. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded in the Phase 2 Project Area. No historic-period built features or additional archaeological sites were discovered during the pedestrian survey.

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

- The Cahuilla Band of Indians stated that the Phase 2 Project Area is within their traditional land use area and requested tribal monitors be present during all ground disturbing activities.
- The Augustine Band of Cahuilla Mission Indians was not aware of any specific cultural resources that may be affected by the proposed project; however, should any cultural resources be identified during development, the Tribe would like to be notified for further evaluation.
- The Rincon Band of Luiseño Indians stated that the Tribe has knowledge of cultural resources within less than one-half-mile of the proposed project site. The Tribe recommends archaeological and tribal monitoring for all ground disturbing activities, a monitoring report, and protocols for discovery of cultural material and human remains.

After completion of the Cultural Resource Investigation, the Agua Caliente Band of Cahuilla Indians responded to the archaeologist's outreach letter, also requesting a tribal monitor.

The Proposed Project involves a Specific Plan Amendment. As such, it is subject to Native American Tribal consultation under Senate Bill (SB) 18. SB 18 requires that, before the adoption or amendment of a city or county general plan, the city or county shall consult with California Native American tribes that are on the contact list maintained by the NAHC. Although SB 18 compliance is not a CEQA requirement, consultation is summarized here. On June 4, 2025, the City mailed SB 18 notification letters to 27 Native American tribal representatives. The Ft. Yuma Quechan Indians replied on June 14, 2025 and declined consultation. The Morongo Band of Mission Indians replied on June 25, 2025 and stated that they wanted to be notified if future development of the Project is anticipated, but did not request formal consultation. The Rincon Band of Luiseño Indians replied on July 10, 2025 and did not request consultation. The Agua Caliente Band of Cahuilla Indians replied on July 23, 2025, deferring consultation to local tribes. The City has concluded the consultation process.

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

The cultural resources analysis in the 1990 certified EIR included records searches and field surveys and concluded that there were no historical resources within the Green Valley Specific Plan site. However, an extremely early "Settlers house" had been mapped within a 100-acre area of the Green Valley Specific Plan site that was previously used by NPI Nursery. Despite the low probability of encountering previously unknown historic resources, the 1990 certified EIR included mitigation to protect historical resources in the event of accidental discovery. With mitigation, impacts related to historical resources were determined to be less than significant.

As described above, a records search and pedestrian survey were conducted for the Phase 2 Project Area. No historic-period built features (e.g., houses, barns, bridges, roads) have been recorded within the Phase 2 Project Area and none were discovered during the pedestrian survey. The one previously recorded historic-period archaeological site, P-33-007705, within the Phase 2 Project Area was evaluated for California Register of Historical Resources eligibility and was not recommended as eligible under any of the significance criteria. Therefore, this site is not considered a significant historical resource under CEQA. Therefore, the Project site does not contain any significant historical resources. While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR, which determined that impacts would be less than significant with implementation of mitigation. However, the mitigation from the 1990 certified EIR is not applicable to the Proposed Project because neither the records search nor the pedestrian survey identified historical resources (built features) within the Project site. Overall, potential impacts to historic resources

would be less than those under the 1990 certified EIR. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The 1990 certified EIR concluded that there were no prehistoric or historic-period archaeological resources within the Green Valley Specific Plan site. The 1990 certified EIR included mitigation measures that would protect any previously unknown archaeological resources that might be inadvertently discovered during construction activities. The research conducted for the 2023 Phase 2 EIR Addendum revealed that one prehistoric isolated artifact, P-33-024206, was previously recorded within the survey area; however, this isolate was not located during the current survey. This suggests that the resource may have been destroyed or displaced by the on-going agricultural activities within that portion of the survey area. No archaeological features were identified within the Phase 2 Project Area during the site survey. Additionally, the search of NAHC's sacred lands file was negative. The analysis also confirmed the low likelihood of archaeological resources within the Green Valley Specific Plan site and that no further archaeological studies or monitoring is recommended. While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR or 2023 Phase 2 EIR Addendum. Overall, potential impacts on archaeological resources would be similar to those described in the 1990 certified EIR and 2023 Phase 2 EIR Addendum, which determined that impacts would be less than significant with the implementation of mitigation. This mitigation measure is included below as Mitigation Measure CUL-1. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The 1990 certified EIR did not evaluate the potential for human remains to be discovered within the Green Valley Specific Plan area. However, the Project site has been utilized for agricultural purposes for several decades and is not expected to contain any human remains, including those interred outside of formal cemeteries. The Cultural Resources Investigation prepared for the 2023 Phase 2 EIR Addendum also did not identify any known burials within the Project site or Green Valley Specific Plan area. Therefore, the Proposed Project is not expected to have any impact on any human remains. However, the potential exists for previously unknown human remains to be discovered at the Project site during Project construction activities. While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR or 2023 Phase 2 EIR Addendum. Additionally, no new information regarding human remains has been identified requiring new analysis or verification since certification of the 1990 EIR. Should any unexpected human remains be identified, the Coroner will be contacted, and they will be treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. This is addressed in Mitigation Measure CUL-2. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures are updates to what was approved in the 1990 certified EIR to address current City practice.

Mitigation Measure CUL-1: Archaeological Resource Monitoring.

Prior to the issuance of grading permits, the Project applicant shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial

ground-disturbing activities at both the subject site and any off-site Project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

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

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

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 Pechanga Band of Indians, the Agua Caliente Band of Cahuilla Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resources as deemed possible. 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.

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, Mitigation Measure MM CUL-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 would 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 will 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.

Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. 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. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

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

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

Mitigation Measure CUL-2: Discovery of Human Remains.

In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative(s) shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation of any Luiseño tribal representative(s) at the site, the NAHC 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 Applicant means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project Applicant and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials shall be proprietary and not disclosed to the general public. The locations shall 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.

Conclusion

Mitigation Measures CUL-1 and CUL-2 would protect archaeological resources and human remains that may be discovered during Project development. The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and implementation of the Proposed Project would not result in any new or substantially more severe significant impacts on cultural resources. No further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
6. Energy. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	EIR Setting p. 4-129 EIR Impact 4.12.5.2 Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-46	No	No	No	N/A
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	EIR Setting p. 4-129 EIR Impact 4.12.5.2 Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-47	No	No	No	N/A

4.6.1 Discussion

Since certification of the Green Valley Specific Plan EIR in 1990, Appendix G of the CEQA Guidelines has been amended to address energy consumption and compliance with applicable renewable energy or energy efficiency plans. At the time the 1990 EIR was prepared and certified, energy efficiency related impacts were included as Appendix F to the CEQA Guidelines. Because the 1990 certified EIR did not evaluate energy impacts, this addendum evaluates whether implementing the Proposed Project would result in an environmental impact related to the inefficient, wasteful, or unnecessary consumption of energy and evaluates the Proposed Project's consistency with applicable plans related to energy conservation or renewable energy.

The existing conditions of the Project site generally have not changed from the conditions described in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. The electricity utility provider for the Proposed Project Area is still Southern California Edison (SCE) and the natural gas utility provider is Southern California Gas (SoCalGas). In addition, the regulatory setting for air quality has not changed since approval of the 2024 Case Road EIR Addendum with the exception that the 2022 California Energy Code will be superseded by the 2025 California Energy Code as of January 1, 2026.

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

The Proposed Project would increase energy use from existing conditions from both construction-related and operational activities. Energy would be required to operate and maintain construction equipment and transport construction materials and workers.

The one-time energy expenditure required to construct the physical buildings and infrastructure associated with the Proposed Project would be nonrecoverable. Most energy consumption would result from operation of off-road construction equipment and on-road vehicle trips associated with commutes by construction workers and haul trucks trips. The energy needs for the Proposed Project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with Project land uses (i.e., commercial and industrial) in an urban setting. Automotive fuels would be consumed to transport people to and from the Proposed Project area. Energy would be required for construction elements and transportation of construction materials. There is no atypical construction-related energy demand associated with the Proposed Project. Non-renewable energy would not be consumed in a wasteful, inefficient, and unnecessary manner when compared to other construction activity in the region.

The Proposed Project operations would increase electricity and natural gas consumption in the region relative to existing conditions. However, the buildings would, at a minimum, be built to the Title 24 Building Energy Efficiency Standards that are in effect at the time of development. The building standards are updated every three years, and the current 2022 Title 24 Building Energy Efficiency Standards are much more efficient than that building standards were in 1990. New iterations of the Code would become increasingly more stringent with updates to the efficiency standards until the Green Valley Specific Plan's buildout. This would result in increased building energy efficiency over time as buildings continue to be developed within the Green Valley Specific Plan area.

Fuel consumption associated with Project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce wasteful, inefficient, and unnecessary use of energy for transportation. Additionally, recent changes to the Green Valley Specific Plan reduce the number of vehicle trips compared to the approved Green Valley Specific Plan (See Section 4.17, Transportation).

Therefore, the Proposed Project would not result in new operational energy demand or consumption that would be considered wasteful, unnecessary, or inefficient. The Proposed Project does not include any substantial changes or

any new circumstances that would result in new significant impacts or substantially more severe significant impacts pertaining to energy.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Proposed Project would comply with the 2025 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the Proposed Project would comply with the current and future versions of the State's Title 24 California Building Code. The 2025 California Energy Code (and subsequent updates), which the Proposed Project would be subject to, is designed to move the state closer to its zero-net energy goals. Also, SCE, as an electricity utility, is required to comply with the future benchmarks of the state's Renewable Portfolio Standard (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the Proposed Project will increasingly be provided by renewable sources.

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

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
7. Geology and Soils. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	EIR Setting pages 4-3 to 4-5 EIR Impacts 4.2.2.2 and 4.2.2.3 Phase 2 EIR Addendum p. 4-47	No	No	No	Yes, mitigation has been updated
b) Result in substantial soil erosion or the loss of topsoil?	EIR Setting pages 4-1 to 4-3 EIR Impact 4.2.2.1 Phase 2 EIR Addendum p. 4-48	No	No	No	Yes, mitigation has been updated

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
7. Geology and Soils. Would the project:					
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	EIR Setting pages 4-1 to 4-3 EIR Impact 4.2.2.1 Phase 2 EIR Addendum p. 4-49	No	No	No	Yes, mitigation has been updated
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	EIR Setting pages 4-1 to 4-3 EIR Impact 4.2.2.1 Phase 2 EIR Addendum p. 4-49	No	No	No	Yes, mitigation has been updated
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	EIR Setting pages 4-1 to 4-3 EIR Impact 4.2.2.1 Phase 2 EIR Addendum p. 4-49	No	No	No	N/A
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	EIR Setting pages 4-30 to 4-31 EIR Impact 4.5.2 Phase 2 EIR Addendum p. 4-50	No	No	No	Yes, mitigation has been updated

4.7.1 Discussion

GEOTECHNICAL INVESTIGATION

A Geologic/Geotechnical Assessment was prepared for the 2023 Phase 2 EIR Addendum. Section 4.2, Earth Resources, of the 1990 certified EIR and the 2023 Phase 2 EIR Addendum acknowledge that the Green Valley Specific Plan site does not lie within any special state or county studies zone for active faulting (as defined by the Alquist-Priolo Earthquake Fault Zoning Act, 1972), but the Green Valley Specific Plan site is located in a seismically active area of southern California and will likely be subject to strong seismically related ground shaking during the anticipated life span of the Green Valley Specific Plan development. However, implementation of the below mitigation measures, Mitigation Measure 4.2.3.2 (Seismic Ground Shaking), Mitigation Measure 4.2.3.3 (Secondary Seismic Phenomenon), and Mitigation Measure GEO-1, would reduce the potential for damage due to a seismic event. Regarding seismic hazards, implementation of these measures would ensure that the Proposed Project would be consistent with Policy V.A of the City's Land Use Element and Policy I.E. of the City of Perris 2030 General Plan Safety Element.

PALEONTOLOGICAL ASSESSMENT

In 2018, a Paleontological Resource Assessment for the Green Valley Specific Plan area was prepared and included as Appendix I of the 2023 Phase 2 EIR Addendum). The assessment included a fossil locality (fossil site) records search from the Natural History Museum of Los Angeles County, literature and map review to identify previous fossil discoveries within the geologic units located in the Green Valley Specific Plan area, and determination of paleontological sensitivity.

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

City of Perris Sensitivity Assessment

The Project site is located within Area 2 of the Paleontological Sensitivity Map in the City of Perris 2030 General Plan Conservation Element. Area 2 is designated as having a high paleontological sensitivity based on the presence of Pleistocene-age alluvial fan deposits. As such, projects proposed within Area 2 are required to initiate paleontological monitoring once any excavation begins, as shown in Implementation Measure IV.A.4 of the Conservation Element. The Proposed Project would be consistent with Policy IV.A and Implementation Measure IV.A.4 of the Conservation Element because implementation of updated Mitigation Measure PALEO-1 (below) would ensure that the 2030 General Plan Conservation Element requirements related to preservation of significant paleontological resources are implemented.

- a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

ii) **Strong seismic ground shaking?**

Section 4.2, Earth Resources, of the 1990 certified EIR and the 2023 Phase 2 EIR Addendum acknowledge that the Green Valley Specific Plan site does not lie within any special state or county studies zone for active faulting (as defined by the Alquist-Priolo Earthquake Fault Zoning Act, 1972). As described on page 4-3 of the 1990 certified EIR, southern California is an area of generally high seismicity, and the Project site is located approximately 14 miles southwest of the San Jacinto Fault. The 1990 certified EIR included Mitigation Measure 4.2.3.2 to reduce potential impacts related to seismic ground shaking but determined that the potential impact would be significant and unavoidable. Mitigation Measure 4.2.3.2 states that while proposed structures are expected to perform satisfactorily if designed in accordance with current seismic standards, the potential impact would still be significant and unavoidable because the southern California region is an area of high seismicity and there is no way to prevent seismic ground shaking. Nonetheless, the potential risks associated with exposure of people or structures to adverse effects associated with strong seismic ground shaking would be reduced because all structures would be designed to meet current seismic design standards for their location.

While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. The 2023 Phase 2 EIR Addendum evaluated the potential for seismic hazards within the Project site. The evaluation confirmed that the Project site does not lie within a currently delineated Alquist-Priolo Earthquake Fault Zone, as no known active or potentially active faults traveled through the Project site and no features in the field were observed to indicate active faulting onsite. However, although the probability of primary surface rupture is considered very low, ground shaking hazards posed by earthquakes occurring along regional active faults do exist and should be considered in the design and construction of the proposed structures within the Project site. The proposed structures within the Project site would be designed and constructed to resist the effects of seismic ground shaking, as provided in the applicable portions of the most current edition of the California Building Code. No new information regarding earthquake faults has been identified requiring new analysis or verification. Because there are no new significant impacts or substantially more severe significant impacts, the findings of the 1990 certified EIR and the 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

iii) **Seismic-related ground failure, including liquefaction?**

Secondary effects of seismic activity that are typically considered as possible hazards to a particular site include several types of ground failure, as well as induced flooding. The general types of ground failure that can occur from severe ground shaking include land sliding, ground subsidence, ground lurching, shallow ground rupture, lateral spreading, liquefaction, and soil strength loss. The 2023 Phase 2 EIR Addendum noted that of the seismically induced ground failure types listed above, liquefaction and liquefaction-related surface phenomena appear to be the primary concerns with respect to the Green Valley Specific Plan area. These secondary seismic hazards could be exacerbated by development of the Green Valley Specific Plan if not properly addressed during project design and construction.

The Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. No new information regarding secondary seismic hazards has been identified requiring new analysis or verification. Therefore, no new significant impacts or substantially more severe significant impacts associated with liquefaction would occur from development of the Proposed Project. No further analysis is required.

iv) Landslides?

As discussed on page 4-2 of the 1990 certified EIR, the Green Valley Specific Plan area is predominantly flat with a slight downward gradient toward the west. As such, the Green Valley Specific Plan area has low to no potential for landslides. The Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. As such, the Proposed Project would not exacerbate the potential for landslides. No new information regarding landslides has been identified requiring new analysis or verification since certification of the 1990 certified EIR and approval of the 2023 Phase 2 EIR Addendum. Because the Proposed Project would not substantially change the type of development proposed under the 1990 certified EIR, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and the 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Impact 4.2.2.1 of the 1990 certified EIR discussed the potential for erosion within the Green Valley Specific Plan site area and concluded that implementation of Mitigation Measure 4.2.3.1 would reduce the impact to a less-than-significant level by requiring additional geotechnical studies, observation and testing, balanced fill if possible, and detailed grading plans for each tentative map.

The 2023 Phase 2 EIR Addendum noted that the potential impact of localized minor soil erosion will be mitigated to a less than significant level through the implementation of proper storm water Best Management Practices (BMPs) prior to commencement of earthwork operations within the Phase 2 site as well as diligent maintenance of erosion control devices throughout the early phases of construction until such time as the permanent storm water conveyance system has been constructed and activated. These recommendations, which are described in Mitigation Measure GEO-1 below, are considered necessary as part of the implementation process for the referenced 1990 certified EIR mitigation measures and were carried forward to the Phase 2 project as Mitigation Measure GEO-1.

While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR and would comply with adopted mitigation from the 1990 certified EIR and current City stormwater and drainage requirements. Additionally, construction activities associated with the Proposed Project would be subject to the State Water Resources Control Board's General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order No. 2009-0009-DWQ) because it would disturb one acre or more of soil. The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which would include BMPs for reducing soil erosion and transport from the Project site during construction. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

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

As discussed above, Impact 4.2.2.1 of the 1990 certified EIR and the 2023 Phase 2 EIR Addendum evaluated the suitability of the Project site soils for development of the Green Valley Specific Plan. The mitigation in the 1990 certified EIR (Mitigation Measure 4.2.3.1) and recommendations from the updated geotechnical evaluation would ensure that potential impacts related to unstable soils would be less than significant, as the Project site would be adequately engineered. While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. No changes in soil conditions at the Project site have occurred since certification of the 1990 EIR; therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR noted that the Green Valley Specific Plan site included a soil expansion potential that ranged from very low to very high. Mitigation Measure 4.2.3.1 requires the Project applicant to prepare additional geotechnical studies, conduct observation and testing, use balanced fill if possible, and prepare detailed grading plans for each tentative map. The 1990 certified EIR concluded that this mitigation reduced the impact to a less-than-significant level. The 2023 Phase 2 EIR Addendum determined that, given the nature of near-surface soils encountered in the adjacent Planning Areas 2, 16, 17, 27 and 28, it is likely the onsite soils materials will be classified as "expansive" as defined per Section 1803.5.3 of the 2019 California Building Code.

The updated geotechnical evaluation for the 2023 Phase 2 EIR Addendum also included recommendations for reducing the risks associated with expansive soils, which have been carried forward in Mitigation Measure GEO-1 presented below. While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. No changes in soil conditions at the site have occurred since certification of the 1990 EIR or approval of the 2023 Phase 2 EIR Addendum. As such, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

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

As described on page 4-123 of the 1990 certified EIR, the Green Valley Specific Plan development would connect to existing wastewater utility infrastructure in the surrounding area. Thus, septic systems would not be required and there would be no impact. This condition has not changed since certification of the 1990 EIR or approval of the 2023 Phase 2 EIR Addendum. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The 1990 certified EIR did not expressly discuss the potential for impacts on paleontological resources; however, the potential for paleontological resources to occur at the Green Valley Specific Plan site could have been known and evaluated at the time of the 1990 certified EIR. Although paleontological resources were not specifically analyzed, the 1990 certified EIR identified significant geology and soils impacts from construction activities, which would require substantial amounts of excavation and earthwork (see Impact 4.2.2.1 on pages 4-6 in the 1990 certified EIR). These substantial earthmoving activities could also result in the unanticipated discovery of paleontological resources. As such, construction of the Proposed Project could similarly result in paleontological resources being encountered during excavation given the Project site's location within Area 2 of the Paleontological Sensitivity Map in the City of Perris 2030 General Plan Conservation Element.

As described above, a Paleontological Resources Study for the 2023 Phase 2 EIR Addendum. The report noted the potential for impacts to paleontological resources because much of the Phase 2 Project Area consists of older Quaternary alluvium, which is considered to have high paleontological sensitivity at depth (i.e., beyond the overlying younger surficial alluvium). The report recommended mitigation, consistent with existing City policies, for any excavation that would extend into the older Quaternary alluvium to ensure that impacts on paleontological resources, if discovered during construction, would be protected in accordance with established laws and policies. With implementation of this mitigation, potential impacts on paleontological resources would be less than significant. This recommendation was incorporated in Mitigation Measure PALEO-1 of the 2023 Phase 2 EIR Addendum.

While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. Further, while the Project site is located on soils that could include paleontological resources, implementation of Mitigation Measure PALEO-2 would ensure that the Proposed Project would result in less-than-significant impacts on paleontological resources by requiring preparation of a Paleontological Resources Mitigation Monitoring Program (PRMMP) by a qualified paleontologist, monitoring for sensitive areas, and preparation of a monitoring report at the conclusion of all monitoring activities. No new significant impacts or substantially more severe significant impacts would occur; therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified 1990 certified EIR and would continue to be applicable to the Proposed Project.

Mitigation Measure 4.2.3.1: Geology and Soils (see pages 4-8 of the Green Valley Specific Plan Final EIR and pages 5-5 through 5-7 of the Green Valley Specific Plan EIR Mitigation Monitoring and Reporting Program [Appendix A]).

Mitigation Measure 4.2.3.2: Seismic Groundshaking (see pages 4-8 of the Green Valley Specific Plan Final EIR and pages 5-5 through 5-7 of the Green Valley Specific Plan EIR Mitigation Monitoring and Reporting Program [Appendix A]).

Mitigation Measure 4.2.3.3: Secondary Seismic Phenomenon (see pages 4-8 and 4-9 of the Green Valley Specific Plan Final EIR and pages 5-5 through 5-7 of the Green Valley Specific Plan EIR Mitigation Monitoring and Reporting Program [Appendix A]).

In addition to the mitigation measures in the 1990 certified EIR (listed above), the following mitigation measures are updates to Mitigation Measure 4.2.3.1 in the 1990 certified EIR and shall be implemented:

Mitigation Measure GEO-1:

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

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

- a) The proposed structures within the site shall be designed and constructed to resist the effects of seismic ground motions as provided in the applicable portions of Section 1613 of the 2019 California Building Code (CBC). In addition, the proposed school shall also be designed and constructed in accordance with the CBC, as well as Division of the State Architect (DSA) and California Department of Education (CDE) requirements and standards.
- b) The potential detrimental effects of liquefaction-induced differential settlement shall be reduced to a less than significant level for engineering purposes through the use of properly designed and constructed, foundation systems for proposed 1- to 2-story structures. This measure addresses the detrimental effects of potential bearing failure with recommendations for proper remedial grading combined with the use of a properly designed post-tensioned or strengthened conventional concrete foundation systems. Specific recommendations for site grading and building foundation design should be provided in the comprehensive design-phase geotechnical report.

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

Mitigation Measure PALEO-1

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

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

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

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

Conclusion

The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on geology and soils. No further analysis is required.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-63	No	No	Yes ¹	N/A
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-65	No	No	Yes ¹	N/A

¹ Per case law, GHGs are not new information which was not known or could not have been known at the time the 1990 Fial EIR was certified but the impacts of the Proposed Project are compared to those of the approved Green Valley Specific Plan. (Citizens Against Airport Pollution v. City of San Jose (2014) 227 Cal.App.4th 788; Citizens for Responsible Equitable Environmental Development v. City of San Diego (2011) 196 Cal.App.4th 532.)

4.8.1 Discussion

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased

emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

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

The existing conditions of the Project site generally have not changed from the conditions described in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. The Project site is vacant and undeveloped, with minimal and sparse vegetation. In addition, the regulatory setting for air quality has not changed since approval of the 2024 Case Road EIR Addendum with the exception that the 2022 California Energy Code will be superseded by the 2025 California Energy Code as of January 1, 2026.

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

The 1990 certified EIR did not address GHG emissions and doing so was not required by the CEQA Guidelines at the time the 1990 EIR was certified. Additionally, there were no quantitative emission thresholds and no significance criteria recommended by any federal, state, or local agencies to determine whether a project's GHG emissions would be cumulatively considerable.

In this environmental review, an analysis was conducted to evaluate the Proposed Project's impacts in the context of the current regulatory environment for GHGs, and, more specifically, to evaluate whether the Proposed Project would have substantially more severe significant impacts with respect to climate change than would have resulted from development approved in the Green Valley Specific Plan. The GHG threshold used for the most recent projects in the City of Perris is 3,000 metric tons of carbon dioxide equivalents per year (MTCO_{2e} per year) for development projects. This threshold has been used in other recent CEQA documents prepared by the City, including the four previous addendums to the 1990 certified EIR. The recommended threshold of 3,000 MTCO_{2e} per year is applied in this analysis to determine if GHG emissions from the Proposed Project would be significant.

The estimated GHG emissions for the Proposed Project have been calculated using CalEEMod and the calculation results are provided in Appendix B to this EIR Addendum. The Proposed Project would generate approximately 289 MTCO_{2e} during construction. This equates to a 30-year amortized amount of 9.6 MTCO_{2e} per year. When operational, the Proposed Project would generate approximately 119 MTCO_{2e} per year of GHG emissions. When added together, the total annual emissions (operational and amortized construction) would be approximately 128.6 MTCO_{2e} per year.

The 2024 Case Road EIR Addendum determined that the Case Road Mixed-Use Project would generate approximately 24,758 MTCO_{2e} per year less than the uses for the Case Road Mixed-Use Project Area under the approved Green Valley Specific Plan. Therefore, the addition of the emissions from the Proposed Project would still be substantially less emissions than would have occurred with implementation of the approved Green Valley Specific Plan. Therefore, the Proposed Project would not result in a new or substantially more severe significant impact. The findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The project would also be subject to the applicable GHG reduction measures of the City of Perris Climate Action Plan.

As discussed in item a), above, the amount of GHG emissions for the Proposed Project would not exceed the emissions of the 1990 approved Green Valley Specific Plan. Therefore, the Proposed Project would not result in a new or substantially more severe significant impact. The findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

Conclusion

The conclusions of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on GHG emissions. No further analysis is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	EIR Setting pages 4-6, 4-137 EIR Impacts 4.2.2.5 and 4.13.2 Phase 2 EIR Addendum p. 4-66	No	No	Yes	Yes
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	EIR Setting pages 4-6, 4-137 EIR Impacts 4.2.2.5 and 4.13.2 Phase 2 EIR Addendum p. 4-66	No	No	Yes	Yes
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	EIR Setting pages 4-6, 4-137 EIR Impacts 4.2.2.5 and 4.13.2 Phase 2 EIR Addendum p. 4-67	No	No	Yes	Yes

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:					
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-67	No	No	No	N/A
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	EIR Setting pages 4-37 to 4-40 EIR Impact 4.6.2.2 Phase 2 EIR Addendum p. 4-67	No	No	No	Yes
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-68	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:					
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-69	No	No	No	N/A

4.9.1 Discussion

The existing conditions of the proposed Project site generally have not changed from the conditions described in the 1990 certified EIR, 2023 Phase 2 EIR Addendum, and 2023 Phase 2 EIR Addendum. The Project site is vacant and undeveloped, with minimal and sparse vegetation. The Project site is flat with minimal elevation deviations.

A majority of the Green Valley Specific Plan area is within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 Riverside County Airport Land Use Compatibility Plan (ALUCP). The ALUCP is further broken down into volumes for each individual airport, including an ALUCP for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the 1990 certified EIR. The Proposed Project site is not located within the Airport Influence Area, or any compatibility zones as designated in the ALUCP for Perris Valley Airport.

A majority of the Green Valley Specific Plan area, including the Project site, is also within the adopted Airport Influence Area for March Air Reserve Base/Inland Port Airport (March ARB/IPA) and is subject to the 2014 March ARB/IPA ALUCP. The Proposed Project site is located within Compatibility Zones D and E of the Airport Influence Area for MARB/IPA, as designated in the ALUCP for this airport. The land uses of the Proposed Project would be compatible with Zone E of the March ARB/IPA ALUCP.

- a) **Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) **Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

The 1990 certified EIR evaluated potential impacts related to hazardous waste in Impact 4.2.2.5 and impacts related to toxic substances in Impact 4.13.2. Impact 4.2.2.5 noted that the underground fuel tanks and prior use of the site for agricultural and commercial nursery uses could result in localized site contamination. Mitigation Measure 4.2.3.5 requires sampling and testing of the Green Valley Specific Plan site, as well as thorough cleaning if any contamination

is found, and would reduce the impact to a less-than-significant level. Mitigation Measure 4.2.3.5 would be applicable to the Proposed Project.

A search of the State Water Resources Control Board's GeoTracker and California Department of Toxic Substances Control's EnviroStor websites for the 2023 Phase 2 EIR Addendum did not identify any listed hazardous waste sites within the Phase 2 Project Area. Although the GeoTracker website identified a leaking underground storage tank cleanup site north of Planning Areas 13a and 13b across Fieldstone Drive, the cleanup has been completed and the case was closed on November 8, 1993 (SWRCB 2022). As such, the leaking underground storage tank site would not pose a hazard to the Proposed Project.

Impact 4.13.2 noted that the Green Valley Specific Plan would not handle, store, utilize, or dispose of substantial quantities of hazardous materials, but that some land uses proposed under the Green Valley Specific Plan could use or produce small amounts of hazardous substances. Therefore, Mitigation Measure 4.13.3 requires proposed industrial uses to provide the Riverside County Fire Department with a list of all hazardous materials used on the site of future industrial projects, prohibits discharge of toxic wastes, and requires preparation of a hazardous materials plan for any commercial or industrial uses. The 1990 certified EIR concluded that mitigation would reduce impacts related to toxic substances to a less-than-significant level. Because the proposed fire station is not an industrial use, Mitigation Measure 4.13.3 would not be applicable to the Proposed Project.

The proposed fire station would store and dispense of gasoline and diesel fuels for the fire station vehicles. This is standard practice for the Riverside County Fire Department. All storage and dispensing would occur in accordance with all applicable regulations. A Spill Contingency and Emergency Response Plan would be prepared for the Project. This plan would address stormwater pollution prevention, hazardous waste management, and fuel system spill prevention. Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes: physical and mechanical controls of fueling operations, such as automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection. Therefore, the potential impact of the Proposed Project would be less than significant.

While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. Additionally, there would not be any new or additional uses that were not already analyzed in the 1990 certified EIR. As a result, there would not be any new or additional risks related to hazardous materials that were not already anticipated and addressed under the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Furthermore, no changes to the conditions of the site or the presence of hazardous materials have occurred since approval of the Green Valley Specific Plan. No new significant impacts or substantially more severe significant impacts would occur, and one of the mitigation measures for potentially significant hazard and hazardous materials impacts required for the Green Valley Specific Plan would also be required for the Proposed Project. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

As part of the Phase 2 project approved in 2023, a new school would be constructed within Planning Area 32 to the immediate east of the Project site. The new school would serve Kindergarten through 8th grade for up to 1,000 students. However, as discussed above, the proposed fire station would store and dispense of gasoline and diesel fuels for the fire station vehicles. This is standard practice for the Riverside County Fire Department. All storage and dispensing would occur in accordance with all applicable regulations. A Spill Contingency and Emergency Response Plan would be prepared for the Project. This plan would address stormwater pollution prevention, hazardous waste

management, and fuel system spill prevention. Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes: physical and mechanical controls of fueling operations, such as automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection. Therefore, the potential impact of the Proposed Project on the adjacent school site would be less than significant. As such, no new significant impacts or substantially more severe significant impacts would occur with implementation of the Proposed Project. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Because the requirements of this code section did not take effect until January 1, 1992, the 1990 certified EIR did not consider whether the Green Valley Specific Plan site was included on a list of hazardous materials sites. According to the 2023 Phase 2 EIR Addendum, there are no listed sites within the Green Valley Specific Plan area, including the Project site boundaries. Because the Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5, construction and operation of the Proposed Project would not create a significant hazard to the public or the environment. Therefore, no new significant impacts or substantially more severe significant impacts would occur, the findings of the 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

As described in Section 4.6, "Land Use," of the 1990 certified EIR, the Green Valley Specific Plan area is located along the southern edge of Perris Valley Airport. On page 4-33, the 1990 certified EIR states that the airport has been designated as a private use airport. Impact 4.6.2.2 of the 1990 certified EIR included an in-depth discussion of the potential hazards associated with Perris Valley Airport and determined that the potential impact would be significant and unavoidable. Mitigation requiring aviation easements and limitations on structures and activities in various zones would lessen the impact, but not to a less-than-significant level.

Since 2010, the airport has been designated as a privately-owned, public-use airport. Regardless of the private ownership of the airport, a majority of the Green Valley Specific Plan boundaries are within the adopted Airport Influence Area for Perris Valley Airport and is subject to the 2011 ALUCP for Perris Valley Airport, which incorporates roughly the same clear, approach, and overflight zones as discussed in the 1990 certified EIR. The Project site is located within Compatibility Zone E as designated in the ALUCP for Perris Valley Airport, which is the farthest zone in proximity to airport operations and has the lowest identified risk level for project development. While the Proposed Project includes changes to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. Furthermore, the Proposed Project would continue to be compatible with the applicable airport compatibility zones of the 2011 ALUCP for Perris Valley Airport.

The Project site is also within the adopted Airport Influence Area for March ARB/IPA and is subject to the 2014 March ARB/IPA ALUCP. March ARB/IPA is located approximately 8 miles north of the Project site. According to the 2014 March ARB/IPA ALUCP, the Project site is within Compatibility Zone E of the Airport Influence Area for this airport. The proposed fire station would be compatible with Zone E of the March ARB/IPA ALUCP (Riverside County ALUC 2014: Map MA-1). Land uses within Zone E are considered to have a low level of risk related to safety and airspace protection because these zones are within outer or peripherally used portions of flight corridors and are not associated with high noise impacts (Riverside County ALUC 2014: Table MA-1).

Prohibited uses within Zone E include physical hazards to flight (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and development that may cause the attraction of birds (i.e., farming activities). Per the 2014 March ARB/IPA ALUCP, land uses within Zone E do not have any density or intensity limits or restrictions for retail, commercial, and industrial land uses. The Proposed Project does not include any components that would be considered bird attractants. Further, the Proposed Project would allow for development of the fire station that is required under the 1990 certified EIR. Thus, development associated with the Proposed Project would not result in adverse airport hazard impacts. Accordingly, the Proposed Project would be consistent with Policy S-6.1 of the City of Perris 2030 General Plan Safety Element.

Thus, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The 1990 certified EIR did not evaluate the potential for impacts related to adopted emergency response or evacuation plans. However, the 1990 certified EIR did evaluate the ability of fire and emergency personnel to respond to incidents at the Green Valley Specific Plan site in accordance with adopted response time standards. Because the Green Valley Specific Plan area is largely former and active agricultural land, implementation of the Green Valley Specific Plan would add new roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the Green Valley Specific Plan project site as well as the surrounding area.

The Proposed Project would not change the land development pattern or circulation plan approved under the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Further, the Proposed Project would allow for development of the fire station that is required under the 1990 certified EIR. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program maps, the Green Valley Specific Plan area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the Green Valley Specific Plan area is not identified as being within a Wildfire Hazard Zone in the Safety Element of the City of Perris 2030 General Plan. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measure was adopted in the 1990 certified EIR and would continue to be applicable if the Proposed Project is approved.

Mitigation Measure 4.2.3.5: Hazardous Wastes (see p. 4-9 of the 1990 Final EIR and p. 5- 7 of the Green Valley Specific Plan Mitigation Monitoring and Reporting Program [Appendix A]).

The 1990 certified EIR concluded that impacts related to hazardous wastes and toxic substances would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Proposed Project. However, the 1990 certified EIR also concluded that airport related hazards would remain significant and unavoidable after mitigation. These conclusions would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to hazards and hazardous materials.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	EIR Setting p. 4-13 EIR Impact 4.3.2.2 Phase 2 EIR Addendum p. 4-72	No	No	No	Yes
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	EIR Setting p. 4-10 EIR Impact 4.3.2.1 Phase 2 EIR Addendum p. 4-72	No	No	No	Yes
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on- or off-site?	EIR Setting pages 4-10 to 4-13 EIR Impact 4.3.2.3 Phase 2 EIR Addendum p. 4-73	No	No	No	Yes, mitigation has been updated

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the project:					
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on – or offsite.	EIR Setting pages 4-10 to 4-13 EIR Impact 4.3.2.1 Phase 2 EIR Addendum p. 4-73	No	No	No	Yes, mitigation has been updated
iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	EIR Setting pages 4-10 to 4-13 EIR Impacts 4.3.2.1 and 4.3.2.2 Phase 2 EIR Addendum p. 4-73	No	No	No	Yes, mitigation has been updated
iv) Impede or redirect flood flows?	EIR Setting pages 4-10 to 4-13 EIR Impact 4.3.2.1 Phase 2 EIR Addendum p. 4-74	No	No	No	Yes, mitigation has been updated
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-74	No	No	No	NA

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the project:					
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-72	No	No	Yes	NA

4.10.1 Discussion

The entirety of the Green Valley Specific Plan site, including the land on which the Proposed Project is located, is within the 100-year floodplain. Mitigation Measure 4.3.3 of the 1990 certified EIR prohibits the issuance of permits until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. This mitigation measure was updated and clarified by Mitigation Measure HYDRO-1 to require implementation of a complete final drainage plan and adequate onsite storm drainage facilities as part of the adoption of the 2020 Phase 1B EIR Addendum. This mitigation measure is also applicable to and appropriate for the Proposed Project; therefore, the same mitigation is included in this addendum for the Proposed Project, below.

The Proposed Project would not result in changes to the types of land uses that were previously approved with the adopted Green Valley Specific Plan.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The 1990 certified EIR addressed water quality impacts related to implementation of the Green Valley Specific Plan and noted that development of the site would generate pollutants such as pesticides, fertilizers, oil and rubber residues, and detergents and that these pollutants have the potential to contaminate site runoff. The 1990 certified EIR concluded that implementation of Mitigation Measure 4.3.3 requiring implementation of recommendations designed to reduce contaminants would reduce the impact to a less-than-significant level. This mitigation would continue to apply to the Proposed Project. The Proposed Project would provide the fire station that is required by the 1990 certified EIR. As such, there would not be any new or different land uses that could result in pollutants not previously considered in the 1990 certified EIR. The Proposed Project would continue to comply with mitigation requirements outlined in the 1990 certified EIR, as well as with all applicable State and local requirements related to water quality. Additionally, construction activities for the Proposed Project would be conducted in compliance with the City's Stormwater Management Plan and the SWRCB NPDES Stormwater General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (for ground disturbance exceeding one acre). The

Construction General NPDES Permit requires the preparation and implementation of a Stormwater Pollution Prevention Plan that would outline the temporary construction-related best management practices (BMPs) to prevent and minimize erosion, sedimentation, and discharge of other construction-related contaminants, as well as permanent post-construction BMPs to minimize adverse long-term stormwater-related water quality effects. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR addressed the Green Valley Specific Plan's effect on groundwater recharge in Impact 4.3.2.1. The Eastern Municipal Water District (EMWD) utilizes a supply that includes desalinated brackish groundwater, recycled grey water, potable groundwater, and imported water. The Water Supply Assessment Report for the Phase 2 project, prepared by the EMWD and dated July 19, 2023 (Appendix J of the 2023 Phase 2 EIR Addendum), states that "while EMWD does not plan to develop new groundwater supplies specifically for the Proposed Project, the advancement of new local supplies represents a major component of EMWD's planned water supply portfolio. Therefore, new developments, including the Proposed Project, may be supplied with a combination of additional imported water and/or projects and programs expanding EMWD's local supplies, including groundwater." However, the EMWD's existing and planned future use of groundwater as a component of its water supply would occur regardless of the Proposed Project.

The EMWD's existing and planned future use of groundwater as a component of utility supply would occur regardless of the Proposed Project. Consequently, the 2023 Phase 2 EIR Addendum concluded that there would be no net increase in water consumption from groundwater resources under the Phase 2 project relative to what the EMWD would have evaluated during the transition to potential groundwater consumption for new developments. Moreover, the EMWD's groundwater supply management includes increasing water supplies through its recycled water program, desalination program, water use efficiency programs that are intended to reduce reliance on and preserve groundwater supply.

The 1990 certified EIR noted that implementation of the Green Valley Specific Plan would result in an unquantified reduction in groundwater recharge from the site, but that adequate downstream opportunities for recharge would ensure that the Green Valley Specific Plan would not have a significant impact related to groundwater recharge. The Phase 2 project increased open space and parks by approximately 43 acres within the Phase 2 Project Area, resulting in increased opportunities for groundwater recharge versus what was evaluated in the 1990 certified EIR. The Proposed Project would reduce the amount of open space by 3.4 acres, although the eastern portion of the site would not be developed and there would be two detention basins in the western portion of the site. These undeveloped areas and detention basins would provide opportunities for groundwater recharge. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

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

Impact 4.3.2.3 of the 1990 certified EIR evaluated the potential for the Green Valley Specific Plan to result in erosion and sedimentation. The analysis in the 1990 certified EIR noted that this would have a potentially significant impact, but that implementation of Mitigation Measure 4.3.3 requiring a comprehensive erosion and sedimentation control plan would reduce the impact to a less-than-significant level. This same mitigation measure would be required for the Proposed Project. The Proposed Project would not substantially change the location or amount of land that would be disturbed under the Green Valley Specific Plan. Therefore, no

new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR evaluated the potential for the Green Valley Specific Plan to result in changes in existing drainage patterns and noted that the Green Valley Specific Plan would result in an increase in site runoff. Mitigation Measure 4.3.3, included in the 1990 certified EIR, requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. In August 2018, the Federal Emergency Management Agency (FEMA) issued a Letter of Map Revision for the Green Valley community (Community No. 060258), within which the Project site and greater Green Valley Specific Plan area are located (FEMA 2018). The Letter of Map Revision reviewed updated data, including flood channel improvements implemented within the Green Valley Specific Plan, and determined that updates to the Flood Insurance Rate Maps were warranted. The approved changes resulted in the creation of a “regulatory floodway” in portions of the Green Valley Specific Plan. A regulatory floodway is an area that encompasses the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. Based on the updated Flood Insurance Rate Maps, the Project site is outside of the regulatory floodway and therefore is not subject to development restrictions associated with being in a regulatory floodway.

To ensure implementation of ongoing maintenance and appropriate vector control measures for proposed water quality basins within the Phase 2 Project Area, Mitigation Measure HYDRO-1 was adopted with the 2023 Phase 2 EIR Addendum to provide additional details to support implementation of Mitigation Measure 4.3.3 of the 1990 certified EIR and ensure the recommendations of the drainage studies required under Mitigation Measure HYDRO-1, if any, are followed. With implementation of this measure, the Proposed Project would not result in any new significant impacts or substantially more severe significant flooding or flood hazard impacts, and proposed land uses and infrastructure would comply with FEMA flood hazard requirements; therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

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

As discussed in item ii) above, mitigation included in the 1990 certified EIR would reduce drainage impacts to a less-than-significant level. Item a) above describes the mitigation required to ensure less-than-significant impacts related to water quality. As noted in (a) above, the Phase 2 project would not substantially change development patterns, and the area of impermeable surfaces from that approved in the Green Valley Specific Plan would be decreased under the Phase 2 project. Additionally, the Proposed Project would include water quality detention basins that would reduce runoff from the site. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

iv) Impede or redirect flood flows?

The Project site is entirely within the 100-year floodplain. The 1990 certified EIR noted that the Green Valley Specific Plan area is within the 100-year flood hazard area but concluded that planned drainage improvements would protect the site from 100-year flood events. Mitigation Measure 4.3.3 from the 1990 certified EIR prohibits the issuance of permits until flood control facilities are sufficiently completed, as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As

noted in item b) above, the Proposed Project would include the construction of two water quality detention basins, in addition to maintaining an existing water quality detention basin, thereby reducing the amount of runoff from the Project site. Additionally, the Proposed Project would not interfere with planned drainage improvements that would be required prior to issuance of permits. Furthermore, portions of Mitigation Measure 4.3.3 of the 1990 certified EIR related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, described below, to address drainage impacts (see Impact 4.3.2 on pages 4-13 through 4-15 in the 1990 certified EIR) by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR did not consider potential impacts related to inundation by tsunami as the Green Valley Specific Plan area is not within a coastal area or river delta that could be impacted by a tsunami. The risk of flood hazard is addressed in item c)ii) above. The 1990 certified EIR acknowledged that the Project site is situated approximately six miles south of Lake Perris and is located within the southeasternmost portion of the Lake Perris Dam Inundation Area in the event of a dam failure. It was determined that the dam was considered capable of withstanding a magnitude 8.0 earthquake originating at a distance of 10 miles from the dam, and that a major seismic event would not cause impact from seiches or surges in the reservoir. Thus, no impacts were identified or analyzed. The City of Perris 2030 General Plan Safety Element noted that the California Department of Water Resources determined that the Perris Reservoir had an extremely high downstream hazard potential. Since that time, The Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. The Proposed Project would not alter these conditions and therefore would not have a significant impact. No further analysis is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The potential for the Proposed Project to substantially degrade water quality is addressed in item a), above. Additionally, the potential for the Proposed Project to affect groundwater resources is addressed in item b), above. As discussed in the analysis for items a) and b), the Proposed Project would not result in any new or more severe significant impacts on water quality or groundwater resources. Therefore, the Proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No further analysis is required.

Mitigation Measures

The following mitigation measure was adopted with the 1990 certified EIR and would continue to be applicable to the Proposed Project.

Mitigation Measure 4.3.3: Site Runoff, Water Quality, and Erosion and Sedimentation (see pages 4-18 and 4-19 of the 1990 certified EIR and pages 5-8 and 5-9 of the Green Valley Specific Plan Mitigation Monitoring and Reporting Program [Appendix A]).

In addition to the mitigation measure in the 1990 certified EIR (listed above), the following mitigation measure is an update to portions of Mitigation Measure 4.3.3 (Site Runoff) in the 1990 certified EIR and shall be implemented:

Mitigation Measure HYDRO-1: Complete Final Drainage Plan and Provide Adequate Onsite Storm Drainage Facilities.

With submittal of Improvement Plans to the City for each construction phase of the Proposed Project, the Project applicant shall prepare and submit a Final Drainage Analysis for the Project site that conforms to the City's Water Quality Management Plan (WQMP) requirements.

The Final Drainage Analysis shall identify Proposed Project drainage facilities and design features that ensure runoff from the Project site would not exceed pre-development levels. The identified drainage facilities and design features shall be included in the Improvement Plans for each construction phase of the Project site. At a minimum, the necessary drainage facilities and design features constructed with each phase of development shall be sufficient to mitigate post-development runoff to pre-development levels for each phase. Drainage facilities and design features for later phases of the Proposed Project may be constructed with earlier phases of the Proposed Project.

The Final Drainage Analysis for each phase shall include evaluation of the final design for the 85th percentile storm (water quality storm), the tenth percentile storm (10-year storm) and the one percentile storm (100-year) storm. The Final Drainage Analysis for each phase shall include a discussion of that phase set in the context of the overall Proposed Project, considering prior and future phase drainage facilities and design features.

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

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

Conclusion

The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to hydrology and water quality.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
11. Land Use and Planning. Would the project:					
a) Physically divide an established community?	EIR Setting pages 4-33 to 4-39 EIR Impacts 4.6.2.1 and 4.6.2.2 Phase 2 EIR Addendum p. 4-76	No	No	No	Yes
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	EIR Setting pages 4-39 to 4-40 EIR Impact 4.6.2.4 Phase 2 EIR Addendum p. 4-77	No	No	Yes	Yes

4.11.1 Discussion

The Green Valley Specific Plan was adopted under the City's land use policies in 1990. Since approval of the Green Valley Specific Plan and certification of the accompanying EIR in 1990, the City adopted the City of Perris 2030 General Plan in April 2005. Many of the goals and policies in the 2030 General Plan are similar to those in the General Plan as it existed in 1990. However, some new policies were adopted with the 2030 General Plan for the purpose of avoiding or mitigating an environmental effect. These policies are provided within the following 2030 General Plan Elements: Land Use, Circulation, Conservation, Noise, and Safety. Additionally, since certification of the 1990 EIR, the Western Riverside County Regional Conservation Authority adopted the Western Riverside County MSHCP in 2004. Numerous municipalities in Riverside County, including the City of Perris, are participants in the Western Riverside County MSHCP. The Western Riverside County MSHCP is discussed in Section 4.4, "Biological Resources," of this Addendum. As described below, these changes do not constitute substantial changes in circumstances that would require additional analysis beyond that provided in this checklist.

The Proposed Project would change the Green Valley Specific Plan land use designation for 3.4-acre Planning Area 57a of the Green Valley Specific Plan from Open Space to Public Facility for the future development and operation of a fire station within the Green Valley community.

a) Would the project physically divide an established community?

As discussed in Section 4.6, Land Use, of the 1990 certified EIR, the Green Valley Specific Plan area is in an area consisting of agricultural and public and quasi-public lands. Surrounding uses include agriculture, Perris Valley Airport,

and the Perris Valley Regional Water Reclamation Facility. The 1990 certified EIR analysis did not specifically evaluate whether the Green Valley Specific Plan would divide an established community, but the analysis of surrounding land uses indicates that there would be no impact because no established community existed within the Green Valley Specific Plan boundaries or in its immediate vicinity. Since certification of the 1990 EIR, agricultural land to the southwest of the Green Valley Specific Plan area has been converted to largely single-family homes on lots less than 0.25-acre in size. Additionally, two subdivisions with 314 single-family dwelling units are under construction within the Phase 1A project area, and six subdivisions with 542 single-family dwelling units, 698 multi-family dwelling units, and 6.3 acres of open space (including detention basins) are under construction within the Phase 1B project site in the southern portion of the Green Valley Specific Plan area. Further, the Perris Crossings retail center (Home Depot, WinCo Foods, Starbucks, and additional restaurant and commercial uses) has been built and is in full operation in the southeast corner of the Green Valley Specific Plan area, immediately adjacent to the Project site. Although construction has not yet begun, the Phase 2 project approved in 2023, which encompasses 274.4 acres of the northeast portion and 14.8 acres in the southwest corner of the Green Valley Specific Plan area, includes the development of up to 43,700 square feet of commercial development, up to 462 single-family residential units, up to 1,294 multi-family residential units, a school (Kindergarten through 8th grade) for up to 1,000 students, multiple open space areas, and a park. The Proposed Project would be located adjacent to future residential, school, and open space properties. As such, the Proposed Project would not physically divide an established community. As a result, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

Impact 4.6.2.1 and Impact 4.6.2.2 in the 1990 certified EIR evaluated the Green Valley Specific Plan's compatibility with onsite and surrounding land uses, respectively. The 1990 certified EIR determined that the future residential uses and new school site within the Green Valley Specific Plan would result in land use conflicts with the Perris Valley Regional Water Reclamation Facility (formerly the Perris Valley Wastewater Facility), which is adjacent to Planning Areas 30, 31, 32, 34, 36, 38, and 39. The 1990 certified EIR also determined that the Green Valley Specific Plan would result in land use conflicts with Perris Valley Airport. The 1990 certified EIR concluded that potential impacts related to these land use conflicts would be significant. Impact 4.6.2.4 in the 1990 certified EIR addressed consistency of the Green Valley Specific Plan with the City of Perris 2030 General Plan and determined that the Green Valley Specific Plan would be generally consistent, and the impact would not be significant.

As described above, the City adopted the 2030 General Plan in April of 2005. The Green Valley Specific Plan was adopted under the City's land use policies in 1990. Several 2030 General Plan elements have also been updated or added since 2005. The 2030 General Plan includes the land use and development assumptions of the Green Valley Specific Plan as an approved project. Within the 2030 General Plan, new policies have been adopted for the purpose of avoiding or mitigating environmental effects. Table 4.11-1 below provides a detailed analysis of the Proposed Project's consistency with applicable policies of the 2030 General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect. Because the Proposed Project does not include any residential uses, the 2030 General Plan Housing Element policies are not applicable and, therefore, are not discussed in Table 4.11-1. As demonstrated in Table 4.11-1, the Proposed Project would be consistent with applicable policies of the City of Perris 2030 General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect. As further discussed in Sections 4.9 and 4.13, the Project site is within Zone E for both the Perris Valley Airport ALUCP and the March ARB/IPA ALUCP. The proposed fire station would be compatible with these zones. As such, the Proposed Project would not result in land use conflicts with Perris Valley Airport or March ARB/IPA and would be consistent with Policy S-6.1 of the 2030 General Plan Safety Element. Therefore, airport-related land use impacts would be reduced compared to the 1990 certified EIR.

While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. The proposed change would

remain consistent with the City of Perris 2030 General Plan. Because the Proposed Project includes amending the Green Valley Specific Plan, and the Proposed Project remains consistent with other applicable plans and policies, potential impacts would be less than significant. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR and 2023 Phase 2 Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to land use and planning.

Table 4.11-1. City of Perris 2030 General Plan Policy Consistency Analysis

Policy	Consistency Analysis
Land Use Element	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	Consistent. The Proposed Project would provide or make fair-share contributions toward necessary infrastructure and pay established development impact fees, which are all standard conditions of approval in the City. Therefore, the Proposed Project would be consistent with this policy.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. The proposed fire station is not subject to school impact fees. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Accommodate diversity in the local economy.	Consistent. The Proposed Project would provide fire protection service in the southern area of Perris. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: Restrict development in areas at risk of damage due to disasters.	Consistent. As documented throughout this Addendum, the Project site is not located within an area subject to significant hazards or hazardous conditions (e.g., earthquakes, flooding, wildfire). Therefore, the Proposed Project would be consistent with this policy.
Circulation Element	
Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Consistent. The proposed fire station is not a major employment or activity center. Therefore, the Proposed Project would not conflict with this policy.
Policy II.B - Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	Consistent. The Proposed Project would not require any changes to the existing and planned transportation network. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	Consistent. The Project site is within the greater Green Valley Specific Plan, which includes existing and planned bikeways, trails, and pedestrian facilities. The Proposed Project would not require any changes to the existing and planned transportation network. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: Provide for safe movement of goods along the street and highway system.	Consistent. The Proposed Project does not require the safe movement of goods along the street and highway system. The Proposed Project would also not require any changes to the existing and planned transportation network. Therefore, the Proposed Project would be consistent with this policy.
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources	Consistent. As discussed in Section 4.4, Biological Resources, of this Addendum, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1, the Proposed Project would not result in any new significant or substantially more severe significant impacts on biological resources. Therefore, the Proposed Project would be consistent with this policy.
Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	Consistent. As discussed in Section 4.4, Biological Resources, of this Addendum, there are no elements of the Proposed Project that would conflict with applicable policies of the MSHCP. In addition, the Project applicant would participate in the MSHCP, pay all required MSHCP Local Development Mitigation Fees, and implement all MSHCP requirements, including applicable avoidance and minimization measures for MSHCP covered species. Therefore, the Proposed Project would be consistent with this policy.

Policy	Consistency Analysis
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Consistent. As discussed in Section 4.5, Cultural Resources, and 4.7, Geology and Soils, of this Addendum, with the implementation of mitigation measures, the Proposed Project would not result in any new significant or substantially more severe significant impacts on historical, archaeological, or paleontological resources. Therefore, the Proposed Project would be consistent with this policy.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	Consistent. As discussed in Section 4.19, Utilities and Service Systems, of this Addendum, a Water Supply Assessment was prepared for the Case Road Mixed-Use project by the EMWD. The Water Supply Assessment determined that the EMWD would have adequate water supplies to meet the potable water demand for the Case Road Mixed-Use project as part of its existing and future demands. Additionally, given that the Phase 2 project was approved in 2023, the Proposed Project has been accounted for in the latest update to the EMWD's UWMP that was adopted in 2021. Therefore, the Proposed Project would be consistent with this policy.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Consistent. As discussed in Section 4.7, Geology and Soils, and 4.10, Hydrology and Water Quality, of this Addendum, the Proposed Project would comply with the SWRCB Construction General NPDES Permit and its requirements, including implementation of construction-related BMPs to prevent and minimize erosion, sedimentation, and discharge of other construction-related contaminants, as well as permanent post-construction BMPs to minimize adverse long-term stormwater-related water quality effects. Therefore, the Proposed Project would be consistent with this policy.
Policy VII.A: Preserve significant hillsides and rock outcroppings in the planning areas.	Consistent. The Project site is flat with minimal elevation deviations and, therefore, does not contain any hillsides. In addition, the Project site is vacant and undeveloped, with minimal and sparse vegetation, and does not contain any rock outcroppings. Furthermore, as discussed in Section 4.1, Aesthetics, of this Addendum, the Proposed Project would not substantially damage scenic resources, including, but not limited to, rock outcroppings. Therefore, the Proposed Project would be consistent with this policy.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Consistent. Noise levels of up to 60 dBA CNEL are identified in the 2030 General Plan Noise Element as "normally acceptable" and of up to 70 dBA CNEL as "conditionally acceptable" for commercial land uses including hotels. Noise levels of up to 70 dBA CNEL are identified in the Noise Element as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to the Noise Element, the Project site is not located within the future 60 dBA CNEL noise contour for any roadways, highways, or airports. Therefore, the Proposed Project would be consistent with this policy.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	Consistent. The Proposed Project would have direct access to Murrieta Road. The Proposed Project would not require any roadway improvements. Therefore, the Proposed Project would be consistent with this policy.
Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	Consistent. The Green Valley Specific Plan Area is being developed with the backbone infrastructure as approved in the Green Valley Specific Plan.
Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	Consistent. The Proposed Project site would have two access points to Murrieta Road. Therefore, the Proposed Project would be consistent with this policy.

Policy	Consistency Analysis
Policy S-4.1: Restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated.	Consistent. The Proposed Project is part of the Green Valley Specific Plan. As part of the Green Valley Specific Plan, flood control improvements are being implemented within the specific plan area. Implementation of the ultimate flood control improvements within the Green Valley Specific Plan area will ensure all developable area will be above the floodplain. The Proposed Project would not interfere with the implementation of these improvements. Additionally, the Proposed Project would include the construction of adequate stormwater storage and conveyance facilities onsite to sufficiently detain, retain, and discharge stormwater consistent with a project-specific drainage plan. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	Consistent. As discussed in Section 4.11, Hydrology and Water Quality, of this Addendum, portions of Mitigation Measure 4.3.3 from the 1990 certified EIR related to site runoff have been updated and clarified by Mitigation Measure HYDRO-1, to address drainage impacts by requiring implementation of a complete final drainage plan and adequate onsite storm drainage facilities. In addition, the Proposed Project would include the construction of two water quality detention basins, thereby reducing the amount of runoff from the Project site. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	Consistent. The Proposed Project would be required to implement all mitigation measures from the 1990 certified EIR. As discussed in Section 4.11, Hydrology and Water Quality, of this Addendum, Mitigation Measure 4.3.3 of the 1990 certified EIR prohibits the issuance of permits until flood control facilities are sufficiently complete as determined by the City Engineer and the Riverside County Flood Control and Water Conservation District. As part of the Green Valley Specific Plan, flood control improvements are being implemented within the specific plan area. Implementation of the ultimate flood control improvements within the Green Valley Specific Plan area will ensure all developable area will be above the floodplain. The Proposed Project would not interfere with the implementation of these improvements. Therefore, the Proposed Project would be consistent with this policy.
Policy S-4.5: Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	Consistent. The Project site is situated approximately six miles south of Lake Perris and is located within the southeasternmost portion of the Lake Perris Dam Inundation Area in the event of a dam failure. In addition, California Department of Water Resources determined that the Perris Reservoir has an extremely high downstream hazard potential. As a result, The Department of Water Resources has developed the Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. The Proposed Project would not impede implementation of the Perris Dam Modernization Project, nor would it exacerbate potential downstream flood risks. Therefore, the Proposed Project would be consistent with this policy.
Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	Consistent. Implementation of the Green Valley Specific Plan would add additional roadways and connections that could provide additional routes for emergency vehicles or evacuation routes to both the Green Valley Specific Plan area as well as the surrounding area. The Proposed Project would have direct access to Murrieta Road. Therefore, the Proposed Project would be consistent with this policy.

Policy	Consistency Analysis
<p>Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>Consistent. As discussed in Section 4.19, Utilities and Service Systems, of this Addendum, a Water Supply Assessment was prepared for the Case Road Mixed-Use project by the EMWD. The Water Supply Assessment determined that the EMWD would have adequate water supplies to meet the potable water demand for the Case Road Mixed-Use project as part of its existing and future demands. Additionally, given that the Phase 2 project was approved in 2023, the Proposed Project has been accounted for in the latest update to the EMWD's UWMP that was adopted in 2021. In addition, all new water conveyances for the Proposed Project would be designed in accordance with Title 14 of the City's Municipal Code. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy S-6.1: Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p>	<p>Consistent. As discussed in Section 4.10, Hazards and Hazardous Materials, of this Addendum, the Project site is located within Zones E for both the Perris Valley Airport ALUCP and the March ARB/IPA ALUCP. The proposed fire station would be compatible with Zones E, which does not have any density or intensity limits or restrictions for residential and non-residential land uses. Prohibited uses within Zone E include physical hazards to flight (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and development that may cause the attraction of birds (i.e., farming activities). The Proposed Project does not include any components that would be considered bird attractants. Further, the Proposed Project would allow for development of the same type of land uses as those approved under the Green Valley Specific Plan. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy S-6.2: Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</p> <p>Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	<p>Consistent. The Project site is located within Zones E for both the Perris Valley Airport ALUCP and the March ARB/IPA ALUCP. The proposed fire station would be compatible with Zones E. The project applicant would complete required coordination with March ARB/IPA, Perris Valley Airport, and the March Inland Port Airport Authority regarding the proposed development within its influence areas. Therefore, the Proposed Project would be consistent with these policies.</p>
<p>Policy S-7.1 - Require all development will be required to include adequate protection from damage due to seismic incidents.</p>	<p>Consistent. As discussed in Section 4.7, Geology and Soils, of this Addendum, the proposed structures within the Project site would be designed and constructed to resist the effects of seismic ground shaking, as provided in the applicable portions of the most current edition of the California Building Code. In addition, Mitigation Measure GEO-1 requires implementation of the recommendations from the Geologic/Geotechnical Assessment and accompanying addendum letter to address potential geologic hazards at the Project site. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy S-7.2 - Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</p>	<p>Consistent. As part of the environmental review for the Phase 2 project, a Geologic/Geotechnical Assessment was completed, which evaluated potential seismic and geologic hazards at the Project site and identified site-specific recommendations to address these hazards. Mitigation Measure GEO-1 requires implementation of the recommendations from the Geologic/Geotechnical Assessment and accompanying addendum letter. Therefore, the Proposed Project would be consistent with this policy.</p>

Policy	Consistency Analysis
<p>Policy S-8.2 - Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</p>	<p>Consistent. As discussed in Section 4.9, Hazards and Hazardous Materials, of this Addendum, the proposed fire station would store and dispense of gasoline and diesel fuels for the fire station vehicles. This is standard practice for the Riverside County Fire Department. All storage and dispensing would occur in accordance with all applicable regulations. A Spill Contingency and Emergency Response Plan would be prepared for the Project. This plan would address stormwater pollution prevention, hazardous waste management, and fuel system spill prevention. Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the State level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes: physical and mechanical controls of fueling operations, such as automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection. Therefore, the Proposed Project would be consistent with this policy.</p>
Health and Community Element	
<p>Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p>Consistent. The Proposed Project would include the installation of new street and security lighting to serve the proposed development. All new lighting would be installed in accordance with the Mount Palomar Lighting Ordinance, as required by Mitigation Measure 4.11.3 of the 1990 certified EIR, as well as Perris Municipal Code. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy HC 2.3: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:</p> <ul style="list-style-type: none"> o Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly o Increasing opportunities for active transportation (walking and biking) and transit use o Encouraging the development of neighborhood grocery stores that provide fresh produce 	<p>Consistent. The Project site is within the larger Green Valley Specific Plan, which includes existing and planned bikeways, trails, and pedestrian facilities. The Proposed Project would be located along Murrieta Road with access for fire fighters to walk or run during breaks. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy HC 2.4: Promote development patterns and policies that:</p> <ul style="list-style-type: none"> o Reduce commute times o Encourage the improvement of vacant properties and the reinvestment in neighborhoods o Provide public space for people to congregate and interact socially o Foster safe and attractive environments o Encourage civic participation 	<p>Consistent. The Project site is currently vacant and undeveloped. The Proposed Project would continue buildout of the Green Valley Specific Plan and would provide connections to the existing and planned transportation network within the Green Valley Specific Plan area. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy HC 2.6: Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.</p>	<p>The Project site is within the larger Green Valley Specific Plan, which includes existing and planned bikeways, trails, and pedestrian facilities. The Proposed Project would be located along Murrieta Road with access for fire fighters to walk or run during breaks. Therefore, the Proposed Project would be consistent with this policy.</p>

Policy	Consistency Analysis
<p>Policy HC 6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.</p>	<p>Consistent. As discussed in Section 4.7, Geology and Soils, and 4.10, Hydrology and Water Quality, of this Addendum, the Proposed Project would comply with the SWRCB Construction General NPDES Permit and its requirements, including implementation of construction-related BMPs to prevent and minimize erosion, sedimentation, and discharge of other construction-related contaminants, as well as permanent post-construction BMPs to minimize adverse long-term stormwater-related water quality effects. In addition, the Proposed Project would include the construction of two water quality detention basins, thereby reducing the amount and quality of runoff from the Project site. Further, all new landscaping associated with the Proposed Project would conform to all applicable codes and ordinances, including the City’s water conservation requirements in Chapter 19.70 of the Perris Municipal Code and the CALGreen Code. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities.</p> <ul style="list-style-type: none"> o Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. o All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. o Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures, among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>Consistent. As discussed in Section 4.3, Air Quality, of this Addendum, construction of the Proposed Project would be required to comply with applicable South Coast AQMD rules and regulations and would be subject to Mitigation Measure 4.9.3 from the 1990 certified EIR, which requires the implementation of fugitive dust control measures during construction as required by South Coast AQMD Rules 402 and 403. Therefore, the Proposed Project would be consistent with this policy.</p>
Environmental Justice	
<p>Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.</p>	<p>Consistent. The Proposed Project would allow for development of the same types of land uses as those approved under the Green Valley Specific Plan and, as such, would be consistent and compatible with the approved land uses of the Green Valley Specific Plan. In addition, the fire station would be separated from the adjacent school by approximately 170 feet. Therefore, the Proposed Project would be consistent with this policy.</p>
<p>Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process</p>	<p>Consistent. As discussed in Section 4.9, Hazards and Hazardous Materials, of this Addendum, the Project site was not listed on any hazardous materials databases (i.e., Envirostor and GeoTracker). Nonetheless, the Proposed Project would be subject to Mitigation Measure 4.2.3.5 from the 1990 certified EIR, which requires sampling and testing of the Green Valley Specific Plan site, as well as thorough cleaning if any contamination is found. Therefore, the Proposed Project would be consistent with this policy.</p>

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Measures Address/Resolve Impacts?
12. Mineral Resources. Would the Project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-79	No	No	Yes	N/A
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when 1990 EIR was certified Phase 2 EIR Addendum p. 4-79	No	No	Yes	N/A

4.12.1 Discussion

Since certification of the 1990 EIR, the CEQA Guidelines Appendix G checklist has been modified to include analysis of mineral resources. As shown on the California Department of Conservation's mineral land classification maps, the Green Valley Specific Plan area is not identified as a mineral resource site. As such, the Green Valley Specific Plan site is not considered to contain any mineral resources.

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- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
 - b) **Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

The 1990 certified EIR did not evaluate potential impacts on mineral resources. Aggregate resources are classified as one of several different mineral resource zone categories based upon the relative knowledge about the potential presence and quality of materials. However, as shown on the California Department of Conservation's mineral land classification maps, the area is not identified as a mineral resource site (DOC 2022). As urban land, the Green Valley Specific Plan area is not considered to include any mineral resources. As a result, no significant mineral resources impacts would occur. Therefore, no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

Since the 1990 certified EIR was certified and the 2023 Phase 2 EIR Addendum was adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, implementation of the Proposed Project would not result in new or substantially more severe significant impacts on mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
13. Noise. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	EIR Setting p. 4-103 to 4-106 EIR Impacts p. 4-107 to 4-109 Phase 2 EIR Addendum p. 4-81	No	No	Yes	Yes
b) Generation of excessive groundborne vibration or groundborne noise levels?	Not discussed in setting or in impact analysis. Phase 2 EIR Addendum p. 4-86	No	No	No	Yes
c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	EIR Setting p. 4-103 EIR Impact p. 4-108 Phase 2 EIR Addendum p. 4-87	No	No	No	Yes

4.13.1 Discussion

According to the 1990 certified EIR, the primary sources of noise in the Specific Plan study area include traffic on I-215 and surrounding roads, trains on the nearby AT&SF railroad, aircraft from March Air Force Base (now March ARB/IPA), and operations at Perris Valley Airport. Ambient noise levels in and near the Green Valley Specific Plan area have likely increased since the 1990 EIR was certified in 1990. This is due to increased development in the region, increased volumes of vehicle traffic on area roadways, and an increase in aircraft operations at Perris Valley Airport.

The existing conditions of the proposed Project site generally have not changed from the conditions described in the 1990 certified EIR and the 2023 Phase 2 EIR Addendum. The Project site is vacant and undeveloped, with minimal and sparse vegetation. The Project site is flat with minimal elevation deviations.

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

Construction Noise

The 1990 certified EIR included a discussion about the potential for construction-generated noise. It determined that the exposure of residential land uses and other noise-sensitive receptors to construction-generated noise during the more noise-sensitive evening and nighttime hours would be a significant impact. Mitigation in the 1990 certified EIR requires all construction activity near residential land uses to be limited to the daytime hours of 7:00 a.m. to 7:00 p.m. and be prohibited on weekends. The 1990 EIR determined that this mitigation would reduce the impact to a less-than-significant level. This time-of-day restriction was reinforced when the Perris Municipal Code was amended in 2000 to state that it is unlawful for any person to "erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise between the hours of 7:00 p.m. and 7:00 a.m." Monday through Saturday or at any time on Sunday or a legal holiday (Perris Municipal Code Section 7.34.060). Section 7.34.060 of the Perris Municipal Code also specifies that construction activity shall not exceed 80 decibels (dB) L_{max} in residential zones in the city. The construction activities for the Proposed Project would be expected to be similar to those characterized in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Construction activities under the Proposed Project would require similar types and numbers of equipment operating at similar levels of intensity. Table 4.13-1 lists the noise levels generated by the types of equipment that would generally be used during project construction.

Table 4.13-1 Noise Emission Levels from Construction Equipment

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

Notes: dB = decibels

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

Source: FTA 2006.

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

There are no existing sensitive receptors in close proximity to the Project site. The closest potential sensitive receptors to Project-related construction activity would be the planned residential uses to the north and west of the Project site

and the planned school to the east of the Project site. However, these would only be sensitive receptors if they are constructed before the proposed fire station is constructed. At the present time, it appears that the fire station would likely be constructed before these other surrounding uses. Additionally, construction noise would be short term and intermittent, and activity would occur during daytime hours (i.e., 7:00 a.m. to 6:00 p.m., Monday through Saturday) and would not occur on legal holidays (with the exception of Columbus Day and Washington's birthday). Therefore, construction noise would not result in sleep disturbance during nighttime hours and would not cause a substantial adverse effect on humans. Thus, no new or substantially more severe significant impacts would occur from Project-related construction noise. The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Operational Noise

Operational noise from the Proposed Project is expected to consist of a combination of operations from passenger vehicle and fire truck movements, air conditioning units, trash enclosure activity, and fire equipment maintenance. These noise levels would be similar to residential and small commercial properties. The operational noise levels associated with the Proposed Project would not exceed the City of Perris exterior noise level standards at the nearest sensitive receiver locations. The Fire Chief has informed the City that it is the Fire Department's practice to avoid using fire vehicle sirens near residential properties. As such, the Fire Department does not anticipate using sirens in the vicinity of the Project site until the vehicles are near intersections. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations.

The proposed Project is expected to generate an average of approximately 56 daily vehicle trips. Most of these trips would be for emergency calls. As such, the Proposed Project would not cause a substantial increase in roadway noise levels.

Overall, the operational noise impacts of the Proposed Project would be similar to those described in the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Therefore, no new or substantially more severe significant impacts would occur from operational noise. Accordingly, the conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and no further analysis is required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Impacts from potential sources of groundborne noise and vibration were not discussed in the 1990 certified EIR. The 2023 Phase 2 EIR Addendum evaluated the potential vibration impacts from construction and operation of the Phase 2 Project. The Green Valley Specific Plan and Proposed Project would not result in the development of any uses that would generate noticeable levels of groundborne noise or groundborne vibration during operations. It is anticipated that Project construction activity would result in varying degrees of ground vibration, depending on the equipment and methods employed.

There are no existing sensitive receptors in close proximity to the Project site. The closest potential sensitive receptors to Project-related construction activity would be the planned residential uses to the north and west of the Project site and the planned school to the east of the Project site. However, these would only be sensitive receptors if they are constructed before the proposed fire station is constructed. At the present time, it appears that the fire station would likely be constructed before these other surrounding uses. Additionally, construction noise would be short term and intermittent, and activity would occur during daytime hours (i.e., 7:00 a.m. to 6:00 p.m., Monday through Saturday) and would not occur on legal holidays (with the exception of Columbus Day and Washington's birthday). Therefore, construction noise would not result in sleep disturbance during nighttime hours and would not cause a substantial adverse effect on humans. Thus, no new or substantially more severe significant impacts would occur from Project-related construction vibration. The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR evaluated potential airport-related noise impacts in Impact 4.10.2.2. The Green Valley Specific Plan area is located along the southern edge of Perris Valley Airport, a privately-owned airport open to public use. Its runways are generally oriented north-south. On page 4-108, the 1990 certified EIR explains that airport noise complaints begin to occur when residential land uses are exposed to exterior aircraft noise levels greater than 60 dB CNEL and that exterior noise levels up to 60 dB CNEL are generally considered “normally acceptable” and noise levels above 65 dB CNEL are considered “normally unacceptable” at residential land uses. The discussion about aircraft noise in the 1990 certified EIR does not discuss the interior noise standard of 45 dB CNEL. Nonetheless, as the 1990 certified EIR explained, residential land uses would be exposed to single-event flyover noise on a regular basis. It noted that noise from individual flyovers associated with operations at Perris Valley Airport can be as high as 85 dB on the ground for a short period and that the annoyance resulting from such single events of exposure would be a significant impact. Mitigation Measure 4.10.3.2 on pages 4-110 and 4-111 of the 1990 certified EIR requires aviation easements be given to Perris Valley Airport that do not restrict airport operations and include reference to effects in the airport’s vicinity including noise impacts. The 1990 certified EIR determined that this mitigation would reduce aircraft noise impacts to a less-than-significant level.

Since certification of the 1990 certified EIR, the most recent update to the ALUCP for Perris Valley Airport was adopted by the Riverside County ALUC in 2011. All of the airport’s operations occur between 7:00 a.m. and 10:00 p.m. and the airport does not have a control tower, runway lights, or approach lights (FitPlan 2016). At the time that the ALUCP was prepared, the airport supported 94 average daily aircraft operations (i.e., a takeoff or landing) and 34,000 annual aircraft operations. The airport is projected to support 141 average daily aircraft operations and 52,000 annual aircraft operations by 2029 (Riverside County ALUC 2011: W8-5). The ALUCP presents aircraft noise contours for this projected level of aircraft operations. According to the Perris Valley Airport ALUCP, the Project site is located well beyond the airport’s 55 dBA CNEL noise contours (Air Force Reserve Command 2018). Thus, development associated with the Proposed Project would not be adversely affected by airport noise from March ARB/IPA, nor would it exacerbate noise from this airport.

The presence of Perris Valley Airport and the fact it is expected to host increasing levels of aircraft activity was known at the time the 1990 EIR was certified. The level of expected growth in operations at Perris Valley Airport is not considered a new circumstance involving new or substantially more severe significant impacts than existed at the time that the 1990 EIR was certified. The Proposed Project would allow for development of the same type of land uses as those evaluated in the 1990 certified EIR. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

Based on the results of the noise analysis above, the mitigation measures adopted with the certified 1990 certified EIR would not be required for the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts related to noise and vibration.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
14. Population and Housing. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	EIR Setting p. 4-59 EIR Impact 4.7.2 Case Road EIR Addendum p. 4-102	No	No	No	Yes
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Not addressed, criterion was not part of CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-103	No	No	No	N/A

4.14.1 Discussion

No substantial change in the regulatory settings related to population and housing, as described in 1990 certified EIR Section 4.7, Population and Housing, has occurred since certification of the 1990 EIR.

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

As described in the 1990 certified EIR under Impact 4.7.2, the Green Valley Specific Plan would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact and the additional population from the Green Valley Specific Plan was included in local and regional growth forecasts, this was concluded to be a less-than-significant impact.

The Proposed Project does not include the construction of any residential uses. Development of the proposed fire station would be consistent with the Green Valley Specific Plan because the Proposed Project would not result in an

increase in the overall amount of development within the Green Valley Specific Plan area proposed and approved under the Green Valley Specific Plan in 1990. As such, direct and indirect population growth from the Proposed Project is already accounted for in the 1990 certified EIR. Therefore, the Proposed Project would not result in any new significant impacts or substantially more severe significant impacts. The findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR did not evaluate the potential for the Green Valley Specific Plan to displace homes or people, or the need for replacement housing. As described in the 1990 certified EIR, the Green Valley Specific Plan site was composed of uninhabited agricultural land. Most of the land within the Green Valley Specific Plan is still undeveloped today, including the Project site. As such, no people or homes would be displaced by the Proposed Project. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

No mitigation measures were required in the 1990 certified EIR for population and housing impacts. No additional mitigation measures are required for the Proposed Project for this issue.

Conclusion

Since the 1990 certified EIR was certified and the 2024 Case Road EIR Addendum adopted, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
15. Public Services.					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:					
i) Fire protection?	EIR Setting p. 4-119 EIR Impact 4.12.2.2 Case Road EIR Addendum p. 4-105	No	No	Yes	Yes
ii) Police protection?	EIR Setting p. 4-118 EIR Impact 4.12.1.2 Case Road EIR Addendum p. 4-105	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
15. Public Services.					
iii) Schools?	EIR Setting p. 4-126 EIR Impact 4.12.4.2 Case Road EIR Addendum p. 4-105	No	No	No	Yes
iv) Parks?	EIR See below in Section 4.15, Recreation Case Road EIR Addendum p. 4-107	No	No	No	Yes

4.15.1 Discussion

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

The 1990 certified EIR evaluated the potential impacts of the Green Valley Specific Plan related to fire protection and calculated that the Green Valley Specific Plan would require one new, two-engine station. Mitigation Measure 4.12.2.3 included in the 1990 certified EIR requires site dedication within the Green Valley Specific Plan area for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. The Proposed Project implements the fire station dedication requirement of Mitigation Measure 4.12.2.3. The potential environmental impacts associated with the future construction and operation of the fire station have been evaluated in this addendum. Therefore, the findings of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid and no further analysis is required.

Police protection?

Impact 4.12.1.2 of the 1990 certified EIR evaluated potential impacts from the Green Valley Specific Plan on police protection. The analysis calculated that the Green Valley Specific Plan would require 18 new sworn officers to meet City standards. Mitigation Measure 4.12.1.3 included in the 1990 certified EIR requires payment of City fees that would

generate revenue for the City to cover the costs of the additional officers. The 1990 certified EIR concluded that the Green Valley Specific Plan would result in a less-than-significant impact with implementation of this mitigation. While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not change the overall amount of development within the Green Valley Specific Plan area that was approved under the Green Valley Specific Plan in 1990. The proposed fire station would not be expected to generate an increase in police protection services. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid, and no further analysis is required.

Schools?

The 1990 certified EIR evaluated the potential impacts on schools that would result from implementation of the Green Valley Specific Plan. The analysis noted that approximately 3,991 new students would be generated by buildout of the Green Valley Specific Plan, but that impacts would be reduced to a less-than-significant level with the incorporation of mitigation. Mitigation Measure 4.12.4.3 included in the 1990 certified EIR requires payment of school impact fees as well as agreements between the developer and the school districts regarding adequate provisions for schools. This mitigation reduced potential impacts to a less-than-significant level, as disclosed in the 1990 certified EIR.

The Proposed Project includes the development of a new fire station within the Green Valley community. The Proposed Project does not include the development of any residential uses and would not result in an increase in the overall amount of commercial or industrial development within the Green Valley Specific Plan area proposed and approved under the Green Valley Specific Plan in 1990. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid, and no further analysis is required.

Parks?

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

Mitigation Measures

The mitigation measures required in the 1990 certified EIR would not be applicable to the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Prior Environmental Documents' Mitigations Address/ Resolve Impacts?
16. Recreation.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	EIR Setting p. 4-129 EIR Impact 4.12.5.2 Case Road EIR Addendum p. 4-107	No	No	No	Yes
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	EIR Setting p. 4-129 EIR Impact 4.12.5.2 Case Road EIR Addendum p. 4-107	No	No	No	Yes

4.16.1 Discussion

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The 1990 certified EIR evaluated potential impacts of the Green Valley Specific Plan related to parks and recreation and concluded that the Green Valley Specific Plan would not result in a significant impact and no mitigation was needed. The analysis noted that the Green Valley Specific Plan includes the dedication of land in excess of the amount required by the Quimby Act.

Quimby Act land dedication requirements are based on population. According to the 1990 certified EIR, the Green Valley Specific Plan required 35.1 acres of park land. The approved Green Valley Specific Plan includes 93.9 acres of parkland, thereby exceeding the requirements of the Quimby Act. The Specific Plan Amendment for the Phase 2 project increased total park acreage within the Green Valley Specific Plan area to approximately 106 acres.

The Proposed Project would not increase or decrease total park acreage in the Green Valley Specific Plan area. Because the total population within the Green Valley Specific Plan area would not increase under the Proposed Project and the Proposed Project would not increase or reduce the acreage of park space in the Green Valley Specific Plan area, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

No mitigation measures were required in the 1990 certified EIR for recreation impacts. No additional mitigation measures are required for the Proposed Project for this issue.

Conclusion

The conclusions of the 1990 certified EIR and 2004 Case Road EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on recreation.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
17. Transportation/Traffic. Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-98	No	No	No	N/A
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-100	No	No	No	N/A
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-103	No	No	No	N/A

d) Result in inadequate emergency access?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-103	No	No	No	N/A
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4.17.1 Discussion

The vehicle miles traveled (VMT) associated with the land uses developed under the Green Valley Specific Plan were not analyzed in the 1990 certified EIR. While VMT was a metric used extensively in the transportation industry at the time for a variety of purposes including, but not limited to highway cost allocation, determining user fee structures, and estimating air quality and GHG emissions, the VMT associated with land use development was not commonly addressed in CEQA documents. At the time that the 1990 EIR was prepared through when the 1990 EIR was certified, no agencies in California, such as the Governor’s Office of Planning and Research, had published recommendations to address VMT in CEQA documents. Since that time, the effects of VMT as it relates to GHG emissions, multimodal transportation networks, and land use development patterns have become more widely understood, and recent legislation and regulatory updates now direct agencies to consider VMT as the preferred metric for assessing the potential transportation impacts of proposed projects. The regulatory setting provided below does not constitute “new information” as defined in CEQA Guidelines Section 15162, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the 1990 EIR was certified, and thus, could have been evaluated at that time.

REGULATORY SETTING

Senate Bill 743

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

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

The Governor's Office of Planning and Research published its proposal for the comprehensive updates to the CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated CEQA Guidelines were adopted on December 28, 2018, and according to the current CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining the significance of transportation impacts. As of July 1, 2020, implementation of Section 15064.3 of the updated CEQA Guidelines applies statewide.

City of Perris Transportation Impact Analysis Guidelines for CEQA

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

The TIA Guidelines are based on the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA and the Western Riverside Council of Governments Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment. The TIA Guidelines have been tailored to serve the local land use conditions, transportation network, and the City of Perris 2030 General Plan goals and policies in the City of Perris.

This environmental review has been prepared to evaluate whether the Proposed Project would result in new or substantially more severe significant transportation impacts compared to those identified in the certified 1990 certified EIR for the Green Valley Specific Plan.

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

Impacts on the Transit System

The 1990 certified EIR did not evaluate the potential for impacts related to public transit. However, as discussed in Mitigation Measure 4.8.3 on page 4-89 of the 1990 certified EIR, future project applicants are required to provide bus pull-out areas and shelters within the Green Valley Specific Plan area to mitigate traffic impacts from buildout of the Green Valley Specific Plan. Mitigation Measure 4.8.3 states that the location and number of bus pull-outs are subject to the approval of the City, Riverside Transit Agency, and school districts.

The Proposed Project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted programs, plans, ordinances, or policies related to transit. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Impacts to Bicycle and Pedestrian Facilities

The provision of bicycle and pedestrian facilities within the Green Valley Specific Plan are discussed on pages 4-88 and 4-89 of the General Plan Policy Analysis section in the 1990 certified EIR. This section states that the Green Valley Specific Plan will be linked with the regional trail system.

As detailed in the 2023 Phase 2 EIR Addendum, the Phase 2 project would construct trails adjacent to sidewalks along Green Valley Loop Road, 9-foot-wide sidewalks on both sides of Murrieta Road, and trails that would loop around the eastern and northeastern boundary of the Phase 2 Project Area and through a park. Additionally, the development within Planning Areas 13a and 13b would construct on-site sidewalks to provide pedestrian connectivity to all commercial buildings, parking areas, townhomes, community building, trash enclosures, and outdoor amenities. Furthermore, the proposed project includes an alternative route to the San Jacinto River Trail that would allow for a regional connection to other trails outside of the Green Valley Specific Plan.

The curb, gutter, and sidewalks would be designed and constructed to meet City standards. As an implementing action of the City of Perris' General Plan Circulation Element, the City has developed the Trail Master Plan to address

trails and bikeways for both recreational and commuter uses. The Trail Master Plan recommends for improvements to the existing off-street and on-street bikeways and trails, as well as recommendations for additional facilities, amenities, and crossings. Additionally, the Trail Master Plan and the Active Transportation Plan identify Class II bicycle facilities along the entirety of Ethanac Road and Goetz Road within the plan area (City of Perris 2013: Exhibit 8-1; City of Perris 2020b: 14, respectively). Within the Active Transportation Plan these facilities are identified as Class IIB bicycle facilities (Buffered Bike Lanes). The Active Transportation Plan also recommends Class II bicycle facilities (Bike Lanes) along Murrieta Road between Case Road and Ethanac Road.

Mitigation Measure TRANS-1 (Bike and Pedestrian Improvements) from the 2023 Phase 2 EIR Addendum addresses the provision of Class II bike lanes along Goetz Road and Murrieta Road. Additionally, implementation of Mitigation Measure TRANS-1 (Construction) would ensure that safe and adequate bicycle and pedestrian access would be maintained in the surrounding area throughout development of the Phase 2 project. Thus, the Proposed Project would not disrupt existing or planned bicycle or pedestrian facilities, or create inconsistencies with any adopted plans, guidelines, policies, or standards related to bicycle or pedestrian systems. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Impacts on Roadway Facilities

The 1990 certified EIR discussed the potential impacts of the Green Valley Specific Plan on intersection and roadway LOS on pages 4-69, 4-74, 4-75, and in Figure 4-14 on page 4-85. The analysis determined that the traffic generated by the Green Valley Specific Plan would contribute substantially and have a significant adverse impact on the local circulation network. Traffic and circulation mitigation measures proposed within the 1990 certified EIR, which can be found on pages 4-89 to 4-92 of the 1990 certified EIR, consisted of a variety of intersection and roadway segment improvements, the provision of bus pull-out areas and shelters, and an areawide transportation improvement program. With implementation of the recommended 1990 certified EIR mitigation measures, it was concluded that the transportation and circulation impacts would be reduced to a less-than-significant level.

The proposed Project is expected to generate an average of approximately 56 daily vehicle trips based on complete buildout of the 10,750-square-foot main fire station building, 600-square-foot storage building, and 5,00-square-foot administration building (16,350 square feet) and a trip generation rate of 0.48 average daily trips per 1,000 square feet for a fire station. Most of these trips would be for emergency calls. As such, the Proposed Project would not cause a substantial increase in roadway traffic volumes or a substantial impact on roadway facilities. Therefore, the findings of the 1990 certified EIR remain valid, and no further analysis is required.

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

As discussed above, VMT associated with the land uses developed under the Green Valley Specific Plan were not analyzed in the 1990 certified EIR. However, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the 1990 EIR was certified, the changes in regulatory setting related to VMT analysis (i.e., SB 743 and subsequent updates to the CEQA Guidelines) do not constitute "new information" as defined in State CEQA Guidelines Section 15162. This was further confirmed in *Olen Properties Corp. v. City of Newport Beach* (2023) 93 Cal.App.5th 270, when the Court of Appeal, citing *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1318-1320, held that subsequent changes to the CEQA Guidelines are not "new information" triggering Section 21166(c), so long as the underlying environmental issue was understood at the time of the initial EIR. In *Olen Properties Corp. v. City of Newport Beach*, the Court of Appeal concluded that an addendum to a previously certified EIR does not need to include a VMT analysis when the previously certified EIR used LOS methodology and, instead, may properly analyze traffic impacts under the prior LOS methodology.

The 2023 Phase 2 EIR Addendum determined that the Phase 2 development would not result in substantially more severe VMT impacts. As to this particular project, the Proposed Project is expected to generate an average of approximately 56 daily vehicle trips. Most of these trips would be for emergency calls. Emergency calls will occur with

or without the development and operation of the Proposed Project. By locating the new fire station within the Green Valley community, VMT for emergency calls could be reduced compared to existing fire stations located further away. This would future reduce VMT within the City of Perris. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR did not specifically evaluate the potential for transportation impacts related to hazards due to a geometric design feature or incompatible uses. However, as discussed on page 4-88 and described in Mitigation Measure 4.8.3 on page 4-89 in the 1990 certified EIR, transportation improvements shall conform to the City of Perris' design standards.

The effects associated with Proposed Project construction would be short-term temporary. Construction of the Proposed Project would occur in accordance with the Perris Municipal Code over a period of several months. All phases of construction would be required to comply with City and industrywide standards and regulations to take appropriate precautions during the hauling of construction materials and use of construction vehicles.

Although the Proposed Project would include the construction of new driveways and associated parking, the Proposed Project would not alter the existing or planned roadway network. The Project driveways would be designed and constructed in accordance with applicable roadway design and safety standards established by the City. Compliance with these standards would ensure that the Proposed Project would provide adequate site distances and access for vehicles entering and leaving the Project site.

Because all transportation improvements related to the Proposed Project would be required to conform to City design standards, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

d) Would the project result in inadequate emergency access?

The 1990 certified EIR did not evaluate potential impacts related to emergency access. Buildout of the Green Valley Specific Plan would add additional roadways and connections to a generally semi-rural area, thereby providing additional routes for emergency access.

The Proposed Project would involve the construction of two new driveways and associated parking. As discussed on page 4-88 and described in Mitigation Measure 4.8.3 on page 4-89 in the 1990 certified EIR, transportation improvements are required to conform to the City of Perris' design standards. Therefore, new site access points associated with the Proposed Project would be subject to review by the City and Riverside County Fire Department. This would ensure that the Proposed Project would be designed to meet all applicable emergency access and design standards. Therefore, no new significant impacts or substantially more severe significant impacts related to emergency access would occur. The findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and no further analysis is required.

Conclusion

Since the 1990 EIR was certified, no new information has been identified and no new circumstances or project changes have occurred that would require new analysis or verification. Therefore, the conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on transportation.

4.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
18. Tribal Cultural Resources. Would the project:					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-106	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
18. Tribal Cultural Resources. Would the project:					
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Phase 2 EIR Addendum p. 4-106	No	No	No	N/A

4.18.1 Discussion

Refer to Section 4.5, Cultural Resources, above.

4.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
19. Utilities and Service Systems. Would the project:					
a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	EIR Setting pages 4-121 to 4-122 EIR Impact 4.12.3.2 Case Road EIR Addendum p. 4-121	No	No	No	Yes
b) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	EIR Setting pages 4-10 to 4-13 EIR Impact 4.3.2.1 Case Road EIR Addendum p. 4-121	No	No	Yes	Yes
c) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	EIR Setting p. 4-121 EIR Impact 4.12.3.2 Case Road EIR Addendum p. 4-122	No	No	Yes	Yes
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	EIR Setting pages 4-121 to 4-122 EIR Impact 4.12.3.2 Case Road EIR Addendum p. 4-123	No	No	Yes	Yes

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
19. Utilities and Service Systems. Would the project:					
e) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	EIR Setting p. 4-133 EIR Impact 4.12.7.2 Case Road EIR Addendum p. 4-123	No	No	No	Yes
f) Comply with federal, state, and local statutes and regulations related to solid waste?	EIR Setting p. 4-133 EIR Impact 4.12.7.2 Case Road EIR Addendum p. 4-123	No	No	No	Yes

4.19.1 Discussion

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

The 1990 certified EIR stated that the Green Valley Specific Plan would include water and wastewater lines within the Green Valley Specific Plan area that would connect to existing utility lines outside of the Green Valley Specific Plan area. Installation of the water and wastewater lines was considered as part of the Green Valley Specific Plan project, and the environmental impacts of the installation have been analyzed throughout the 1990 certified EIR. The Proposed Project would not increase the overall amount of development within the Green Valley Specific Plan area approved under the Green Valley Specific Plan in 1990. Therefore, the Proposed Project would not require new or expanded water or wastewater facilities beyond those already anticipated under the approved Green Valley Specific Plan and analyzed in the 1990 certified EIR. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the Green Valley Specific Plan 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR evaluated impacts related to changes in existing drainage patterns and noted that the Green Valley Specific Plan would result in an increase in site runoff. Mitigation Measure 4.3.3 included in the 1990 certified EIR requires a detailed drainage plan, measures to reduce runoff where feasible, and construction of flood control facilities. The Proposed Project would not change the location or amount of land that would be disturbed under the

Green Valley Specific Plan or substantially change development or drainage patterns from what was evaluated in the certified 1990 certified EIR. The Proposed Project would continue to comply with mitigation requirements outlined in the adopted mitigation for the 1990 certified EIR. As noted in Checklist Section 4.3.3, updated Mitigation Measure HYDRO-1 has been adopted to provide additional details to support implementation of Mitigation Measure 4.3.3 from the 1990 certified EIR and to ensure the recommendations of the drainage studies, if any, are followed. With implementation of this mitigation, no new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The Green Valley Specific Plan area is within a part of the City that is supplied water by the City of Perris Public Works Department. The 1990 Green Valley Specific Plan was approved and entitlements were issued for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. Dedication of a fire station was required as mitigation in the 1990 certified EIR. The 1990 certified EIR addressed water supply in Impact 4.12.3.2 and estimated average day water demands of approximately 5 million gallons per day and peak day demand of 8.8 million gallons per day at buildout (1990 certified EIR p. 4-122). The mitigation for the Green Valley Specific Plan (see Mitigation Measure 4.12.3.3 on page 4-125 of the 1990 certified EIR) includes requirements for the acquisition of a water storage tank, preparation of a water facilities master plan, payment of impact fees, and plans for water conservation. The 1990 certified EIR determined that the Green Valley Specific Plan would result in less-than-significant impacts with implementation of mitigation.

Since the certification of the 1990 EIR, the City of Perris adopted an update to its General Plan in 2005 (2030 General Plan), which includes measures to ensure adequate water supplies are maintained for future development. Additionally, the EMWD's Urban Water Management Plan has been updated since approval of the Green Valley Specific Plan, with the latest update being adopted by the EMWD on June 30, 2021, as the 2020 Urban Water Management Plan. Currently, the City purchases approximately 640 million gallons of water each year (or approximately 1.8 million gallons of water per day) from the EMWD. The City of Perris has a water storage capacity of 2.5 million gallons and distributes the water to approximately 2,300 customers through a 37-mile distribution system (City of Perris 2022).

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

Additionally, California Water Code Sections 10910-10915, enacted in 2005, require preparation of a water supply assessment to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted Urban Water Management Plan. The preparation of a water supply assessment is required for projects that meet the definition of a water demand project, which includes the proposed development of over 40 acres of land, meeting certain criteria specified in SB 610 (2001). In accordance with the California Water Code, a Water Supply Assessment was prepared for the Case Road Mixed-Use Project (EMWD 2023), which was approved by the EMWD Board of Directors on July 19, 2023. The Water Supply Assessment is provided as Appendix J to the 2024 Case Road EIR Addendum. The Water Supply Assessment determined that the EMWD would have adequate water supplies to meet the potable water demand for the Case Road Mixed-Use project as part of its existing and future demands (EMWD 2023). Additionally, given that the Phase 2 project was approved in 2023, the Proposed Project has been accounted for in the latest update to the EMWD's UWMP that was adopted in 2021.

In conclusion, based on the most recent Urban Water Management Plan and the Water Supply Assessment prepared for the Case Road Mixed-Use project, no new significant impacts or substantially more severe significant impacts

would occur with respect to water supply and demand. Therefore, the findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The 1990 Green Valley Specific Plan was approved and entitlements were issued for a maximum of 4,210 dwelling units (multi-family and single family) along with entitlements for commercial, business professional, industrial, and public facility land uses. The 1990 certified EIR addressed wastewater generation and treatment in Impact 4.12.3.2 and estimated the expected wastewater generation from buildout of the Green Valley Specific Plan would be approximately 2.1 million gallons per day and noted that the EMWD's Perris Valley Regional Water Reclamation Facility had a capacity of 1 million gallons per day. Since the Green Valley Specific Plan was approved in 1990, the facility's capacity has been expanded to a current capacity of 22 million gallons per day with an ultimate planned capacity of 100 million gallons per day, with typical daily flows at 15.5 million gallons per day (EMWD 2021b). To provide a conservative estimate in assuming all water would end up as wastewater and conveyed through the municipal stormwater system, the 2024 Case Road EIR Addendum estimated the Case Road Mixed-Use to generate approximately 0.067 million gallons per day (67,040 gallons per day) of wastewater, which is well within the Perris Valley Regional Water Reclamation Facility daily capacity of 22 million gallons per day and typical daily flows of 15.5 million gallons per day. In addition, mitigation for the Green Valley Specific Plan (see Mitigation Measure 4.12.3.3 on page 4-135 of the 1990 certified EIR) requires sewage disposal facilities to be installed within the subdivision at the plot plan stage, requires the Project applicant to execute agreements with the EMWD to ensure financing of additional wastewater treatment capacity at the final tract map stage, and requires the capital cost of new sewer pipelines, pump stations, reservoirs and treatment works to be borne by the Project applicant and dedicated to the EMWD after construction and certification. The Proposed Project would continue to implement mitigation adopted for the Green Valley Specific Plan with the certified 1990 certified EIR, including Mitigation Measure 4.12.3.3. Therefore, no new significant impacts or substantially more severe significant impacts would occur as a result of the Proposed Project. The findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

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

The 1990 certified EIR evaluated the amount of solid waste that would be generated by the Green Valley Specific Plan, discussed capacity of local landfills, and concluded that the Green Valley Specific Plan would result in less-than-significant impacts related to solid waste with the incorporation of mitigation. Mitigation Measure 4.12.7.3 from the 1990 certified EIR includes requirements for the reduction of solid waste and installation of trash compactors in new homes.

While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not increase the amount of solid waste that would be generated by the Green Valley Specific Plan (i.e., the total amount of commercial and industrial development within the Green Valley Specific Plan area would not increase compared to what was analyzed in the 1990 certified EIR). Further, the Proposed Project would continue to implement mitigation adopted for the Green Valley Specific Plan. Therefore, no new significant impacts or substantially more severe significant impacts would occur. The findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

f) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

As discussed under question e) above, the 1990 certified EIR evaluated the amount of solid waste that would be generated by the Green Valley Specific Plan, discussed capacity of local landfills, and concluded that the Green Valley

Specific Plan would result in less-than-significant impacts related to solid waste with the incorporation of mitigation. On page 4-133 of the 1990 certified EIR, mitigation for solid waste impacts includes the requirement that disposal of waste would be done in accordance with all applicable regulations. While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not increase the amount of solid waste that would be generated by the Green Valley Specific Plan (i.e., the total amount of building square footage would not increase within the Green Valley Specific Plan compared to what was analyzed in the 1990 certified EIR) and would not preclude or hinder compliance with applicable regulations. No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the certified 1990 certified EIR and would continue to remain applicable if the Proposed Project is approved.

Mitigation Measure 4.3.3: Site Runoff, Water Quality, and Erosion and Sedimentation (see pages 4-18 and 4-19 of the 1990 certified EIR and pages 5-8 and 5-9 of the Green Valley Specific Plan Mitigation Monitoring and Reporting Program [Appendix A])

Mitigation Measure 4.12.3.3: Water and Sewer (see pages 4-124 and 4-125 of the 1990 certified EIR and pages 5- 25 and 5-26 of the Green Valley Specific Plan Mitigation Monitoring and Reporting Program [Appendix A])

Mitigation Measure 4.12.7.3: Solid Waste (see pages 4-133 and 4-134 of the 1990 certified EIR and pages 5- 28 and 5-29 of the Green Valley Specific Plan Mitigation Monitoring and Reporting Program [Appendix A])

The 1990 certified EIR concluded that impacts related to utilities and service systems would be reduced to a less-than-significant level after mitigation. This conclusion would not change with implementation of the Proposed Project.

Conclusion

The conclusions of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts on utilities and service systems.

4.20 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
20. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-126	No	No	No	N/A
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-126	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Substantial Changes in Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigation Measures Address/Resolve Impacts?
20. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-126	No	No	No	N/A
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Not addressed, criterion was not part of the CEQA Guidelines Appendix G when the 1990 EIR was certified Case Road EIR Addendum p. 4-126	No	No	No	Yes

4.20.1 Discussion

Since certification of the 1990 certified EIR, Appendix G of the CEQA Guidelines has been amended to address wildfire impacts.

- a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Based on the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resources Assessment Program maps, the Green Valley Specific Plan area is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2009). Additionally, the Green Valley Specific Plan area is not identified as being within a Wildfire Hazard Area in the 2030 General Plan Safety Element (City of Perris 2022: Figure S-5). No new significant impacts or substantially more severe significant impacts would occur. Therefore, the findings of the 1990 certified EIR and 2025 Case Road EIR Addendum remain valid, and no further analysis is required.

Mitigation Measures

None required for the Proposed Project.

Conclusion

Implementation of the Proposed Project would not result in new or substantially more severe significant impacts associated with wildfire.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
21. Mandatory Findings of Significance					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	EIR Biological Resources Pages 4-20 to 4-29 EIR Cultural Resources Pages 4-30 to 4-32 Phase 2 EIR Addendum p. 115	No	No	Yes	Yes, mitigation has been updated (Air Quality, Biological Resources, Cultural Resources, and Geology [paleontological resources])
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	EIR Cumulative Impacts Pages 5-1 to 5-10 Case Road EIR Addendum p. 129	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in the 1990 Certified EIR and/or Previous Addendum	Substantial Changes in Project Involving New or Substantially More Severe Significant Impacts?	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigation Measures Address/Resolve Impacts?
21. Mandatory Findings of Significance					
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	EIR Air Quality Pages 4-97 to 4-102 EIR Geology and Soils Pages 4-1 to 4-9 EIR Toxic Substances p. 4-137 EIR Hydrology and Drainage Pages 4-10 to 4-19 EIR Noise Pages 4-103 to 4-112 EIR Transportation and Circulation Pages 4-62 to 4-92 Phase 2 EIR Addendum p. 115	No	No	Yes	Yes, mitigation has been updated (Air Quality, Geology, Hydrology)

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

While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. As described in Section 4.4, Biological Resources of this EIR Addendum, biological surveys of the site were conducted since the 1990 certified EIR that have detected additional special-status species in and adjacent to the Project site area. Although the occurrence of these additional special-status species is new information since the 1990 EIR was certified, with required participation in the MSHCP and implementation of Mitigation Measure BIO-1, the Proposed Project would not result in any new or substantially more severe significant biological resources impacts. The Proposed Project would not change the location or amount of land that would be disturbed under the Green Valley Specific Plan or increase the amount of habitat that may be disturbed by the Green Valley Specific Plan (i.e., the total amount of structural development would not increase within the overall Green Valley Specific Plan area compared to what was analyzed in the 1990 certified EIR).

As described in Section 4.5, Cultural Resources of this EIR Addendum, a records search and pedestrian survey were conducted for the Proposed Project and no known historical resources, archeological resources eligible for listing, or burial sites were identified. Implementation of Mitigation Measure 4.5.3, as updated through Mitigation Measures CUL-1 and CUL-2, would minimize the potential for impacts.

Analyses of potential effects of the Proposed Project above, based on current conditions and the updated biological and cultural resource studies completed for the Phase 2 Project, show that no new information of substantial importance has been identified and no new circumstances or project changes have occurred that would require new analysis or verification since certification of the 1990 certified EIR and 2023 Phase 2 EIR Addendum. Therefore, the conclusions of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid, and implementation of the Proposed Project would not result in new or substantially more severe significant impacts to habitat of a fish or wildlife species, fish or wildlife populations, the range of a rare or endangered plant or animal or important examples of California history or prehistory.

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

While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. Mitigation Measure 4.12.2.3 included in the 1990 certified EIR requires site dedication within the Green Valley Specific Plan area for a fire station, adherence to design standards for fire protection, and additional requirements if applicable at the time of development. Therefore, the Proposed Project’s contribution to cumulative impacts would not change over those previously identified in the 1990 certified EIR. With implementation of mitigation adopted for the 1990 certified EIR and updated mitigation provided above, no new contributions to significant cumulative impacts are identified for the Proposed Project. Therefore, the findings of the 1990 certified EIR and 2024 Case Road EIR Addendum remain valid.

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

While the Proposed Project includes a change to the development pattern of the Green Valley Specific Plan site, it would not disturb any land or features not previously analyzed in the 1990 certified EIR. Analyses of potential effects of the Proposed Project above, based on current conditions and the updated project specific air quality, greenhouse gas, noise, geotechnical, paleontological, traffic, and drainage analyses, show that Proposed Project activities are consistent with the activities recommended in the mitigation adopted for the Green Valley Specific Plan and where appropriate, mitigation has been updated in this Addendum. With implementation of mitigation adopted for the Green Valley Specific Plan and updated mitigation provided above, no new significant or substantially more severe significant impacts are identified that would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the findings of the 1990 certified EIR and 2023 Phase 2 EIR Addendum remain valid.

5 REFERENCES

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Chapter 2, Project Description

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Chapter 3, Environmental Checklist for Supplemental Environmental Review

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Chapter 4, Environmental Checklist

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Section 4.6 Energy

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Section 4.7 Geology and Soils

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Section 4.8 Greenhouse Gas Emissions

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Section 4.13 Noise

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Section 4.14 Population & Housing

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Section 4.15 Public Services

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Section 4.16 Recreation

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Section 4.19 Utilities and Water Systems

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Section 4.21 Mandatory Findings of Significance

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