

Final Environmental Impact Report for Rados Distribution Center Perris, California



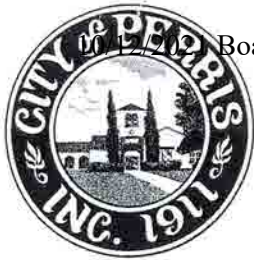
Lead Agency

City of Perris
135 North D Street
Perris, CA 92570

August 2010



A L B E R T A .
WEBB
A S S O C I A T E S



NOTICE OF DETERMINATION

TO: X Office of Planning and Research
 1400 10th Street, Room 121
 Sacramento, CA 95814

X Riverside County Clerk
 2724 Gateway Drive
 Riverside, CA 92507

FILED
 RIVERSIDE COUNTY

JUL 13 2011

LARRY W. WARD, County Clerk
 By *[Signature]* Department of Conservation
 Division of Land and Resource Protection
 801 K Street, MS 18-01
 Sacramento, CA 95814

DATE: July 13, 2011

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code

Project Title: **Rados Distribution Center – Perris, Zone Change 07-0117, Development Plan Review 07-0119, and Agricultural Diminishment 07-0118**

State Clearinghouse No.: SCH No. 2008111080

Contact Person: Diane Sbardellati, Associate Planner **Telephone No.:** (951) 943-5003

Project Location: Northeast corner of Rider Street and Webster Avenue, City of Perris, County of Riverside (APNs 303-050-002, 303-050-003)

Project Description: The Project (Development Plan Review 07-0119, Zone Change 07-0117, and Agricultural Diminishment 07-0118) proposes construction and operation of approximately 1,191,080 square feet of distribution center uses and all supporting improvements. As proposed, one building will be constructed within the approximately 62-acre Project site. The MWD property to the north on APN 303-050-003 would be leased for use as overflow truck parking. An Agricultural Diminishment will be processed to cancel the Williamson Act contract on the property.

This is to advise that the Perris City Council (Lead Agency) has approved the above-described project on **July 12, 2011** and has made the following determinations regarding the above-described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were made a condition of the approval of this project.
4. A mitigation monitoring and reporting program was adopted for this project.
5. A Statement of Overriding Considerations was adopted for this project.
6. Findings were made pursuant to the provisions of CEQA.

COUNTY CLERK
 Division of CEQA
 Filed per P.R.C. 21152
 POSTED

JUL 13 2011

This is to certify that the Final EIR with comments and responses and record of project approval is available to the general public at the Office of the City Clerk, 101 North "D" Street, Perris, California 92570.

Diane Sbardellati 7-13-11 *Assoc. Planner*
 Signature (Public Agency) Date Title

Date Received for filing and posting at OPR: _____

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 201100586

State Clearinghouse # (if applicable): 2008111080

Lead Agency: CITY OF PERRIS Date: 07/13/2011

County Agency of Filing: Riverside Document No: 201100586

Project Title: RADOS DISTRIBUTION CENTER - PERRIS, CZ 07-0117; DPD 07-0119;

Project Applicant Name: CITY OF PERRIS Phone Number:

Project Applicant Address: 135 NORTH 'D' ST PERRIS CA 92570-1998

Project Applicant: Private Entity

CHECK APPLICABLE FEES:☒ Environmental Impact Report

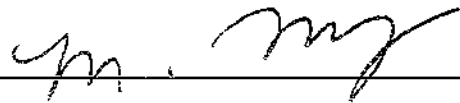
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☐ Negative Declaration☐ Application Fee Water Diversion (State Water Resources Control Board Only)☐ Project Subject to Certified Regulatory Programs☒ County Administration Fee

\$64.00

☐ Project that is exempt from fees (DFG No Effect Determination (Form Attached))☐ Project that is exempt from fees (Notice of Exemption)**Total Received** 2903.25

Signature and title of person receiving payment:



Notes:

Rados Distribution Center

Perris, California

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2008111080

Project Applicant:

RADOS T.I.C.
2002 E. McFadden Avenue
Santa Ana, California
Contact: Les Brown, Director
(714) 835-4612

Lead Agency:

CITY OF PERRIS
Development Services Department
135 North "D" Street
Perris, CA 92570
Contact: Diane Sbardellati, Associate Planner, LEED AP
(951) 943-5003

Prepared by:

ALBERT A. WEBB ASSOCIATES
3788 McCray Street
Riverside, CA 92506
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(951) 686-1070

August 2010

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1.0 INTRODUCTION

INTRODUCTION

The Final Environmental Impact Report (Final EIR or FEIR), as required pursuant to Sections 15089 and 15132 of the Guidelines for Implementation of the California Environmental Quality Act (*CEQA Guidelines*), includes the Draft Environmental Impact Report (Draft EIR or DEIR) or a revision thereof, comments and recommendations received on the DEIR, a list of persons, organizations and public agencies commenting on the DEIR and the responses of the Lead Agency to significant environmental points raised in the review and consultation process. A Mitigation Monitoring and Reporting Program (MMRP) is also completed to ensure compliance with all adopted mitigation measures during project implementation (Public Resources Code Section 21081.6, *CEQA Guidelines* Section 15097).

RELATIONSHIP TO THE DRAFT EIR

Minor changes that better clarify or correct minor inaccuracies in the DEIR appear as revised pages in the *Corrections, Errata, and Changes from Draft to Final EIR* section which follows, herein. The DEIR copies considered by the decision making bodies and the City of Perris Development Services Department have been edited to show changes made to reflect corrections and responses to comments raised. Together with the MMRP (Section 3.0, herein) and the Findings, these documents constitute the environmental disclosure record that will serve as the basis for approval of the proposed project by the City of Perris.

CORRECTIONS, ERRATA AND CHANGES FROM DRAFT EIR TO FINAL EIR

Corrections, errata, and changes from the DEIR to FEIR represent additional information or corrections that do not change the project impacts and/or mitigation measures such that new or more severe environmental impacts result from the project. Such items are sometimes added as a result of comments received from responsible agencies, changes in the existing conditions at the site, revised public policies since the DEIR was written and minor corrections or clarifications.

The following summary will present the location and types of additions, and changes or corrections made within each section of the FEIR since the DEIR was published. The revised pages appear in the Revised Draft EIR included herein in strike-through/underline version (Section 4.0).

Section 1.0 – Executive Summary

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program, will be revised to be consistent with the changes identified to mitigation measures in Section 4.0, including below.

Section 2.0 – Introduction

No changes made to this section.

Section 3.0 – Project Description

No changes made to this section.

Section 4.0 – Potentially Significant Environmental Effects

Page 4.3-44 of the DEIR will be revised in response to comments from the South Coast Air Quality Management District (SCAQMD) as shown below:

Long-Term Impacts – LST Analysis

The following paragraphs summarize the findings of each criteria pollutant using SCAQMD's LST methodology as contained in the AQIA in Appendix C.

NO_x

For the project area, the maximum 1-hour NO₂ concentration in the last 3 years was 0.09 ppm. The Ambient Air Quality Standard (AAQS) for NO₂ is a 1-hour maximum concentration of 0.18 ppm. Therefore, the difference in concentrations is 0.09 ppm (170 µg/m³). Based on SCAQMD methodology, the project would be considered to have significant air quality impacts if NO₂ concentrations at the nearest sensitive receptor exceed 0.09 ppm. NO_x emissions are simulated in the air quality dispersion model and the NO₂ conversion rate is treated by a NO₂-to-NO_x ratio, which is a function of downwind distance. According to the LST methodology developed by staff at SCAQMD, at 5,000 meters downwind, 100 percent conversion of NO₂-to-NO_x is assumed. The nearest potential sensitive receptor is approximately 397 meters (approximately 1,300 feet) south. The NO_x concentration at this location is approximately 174.4765 µg/m³ and the NO₂-to-NO_x ratio is approximately 0.258. Therefore, the sensitive receptor will be exposed to an NO₂ concentration of approximately 45.016 µg/m³, which is less than the threshold of 170 µg/m³. The nearest commercial receptor with the highest concentration is approximately 25 meters west. The NO_x concentration at this location is approximately 1,145.02 µg/m³ and the NO₂-to-NO_x ratio is 0.053. Therefore, the commercial receptor will be exposed to an NO₂ concentration of 60.69 µg/m³, which again is less than the threshold of 170 µg/m³. Therefore, project operation will not cause an exceedance of the LST for NO₂ during project operation to either sensitive or commercial receptors.

MM Air 14 on page 4.3-60 of the DEIR, will be modified in response to recommendations made by the SCAQMD.

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

MM Air 14a shall be added to page 4.3-60 in response to recommendations made by the SCAQMD, as follows:

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

Section 5.0 – Mandatory CEQA Topics

No changes made to this section.

PUBLIC REVIEW SUMMARY

The EIR process typically consists of three parts – the Notice of Preparation (NOP), Draft EIR (or DEIR), and Final EIR (or FEIR). The NOP for the proposed project was circulated to the State Clearinghouse, responsible agencies, and other interested parties on or about November 21, 2008. A notice advising of the availability of the NOP was posted by the Riverside County Clerk on November 24, 2008. Pursuant to Section 15082 of the *CEQA Guidelines*, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. Copies of both the NOP and comments received on the NOP are presented in Appendix A of the DEIR. In addition, a scoping meeting was held on December 3, 2008 before the City of Perris Planning Commission pursuant to the requirements of Section 15082(c)(1) of the *CEQA Guidelines*.

The City of Perris circulated the DEIR for the Rados Distribution Center – Perris from March 24, 2010 to May 7, 2010. Required distribution to the State Clearinghouse was completed on March 29, 2010, which extended public review through May 12, 2010. The Notice of Availability of the DEIR was circulated to the State Clearinghouse, responsible agencies, and other interested parties on or about March 24, 2010.

As provided in the public notice and in accordance with CEQA Section 21091(d), the City of Perris accepted written comments through May 12, 2010. Six letters were received via mail and/or email on or before May 12 from: Department of the Air Force, Native American Heritage Commission, Riverside County Transportation Commission, Riverside Transit Agency, South Coast Air Quality Management District, and Pechanga Cultural Resources. The following comment letters were received after the close of the public comment period between May 12 and May 20, 2010: Department of Conservation, Department of Toxic Substances Control, and the Governor's Office of Planning and Research. All letters are included in Section 2.0 of this FEIR and discussed in the Response to Comments, also in Section 2.0. In accordance with the provisions of Public Resources Code Section 21092.5, the City of Perris has provided a written proposed response to each commenting public agency no less than 10 days prior to the proposed certification date of the FEIR.

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT EIR

Federal Agencies

Department of the Air Force, Air Force Reserve Command (DAF)

State Agencies

Department of Conservation, Division of Land Resource Protection (DOC)

Department of Toxic Substances Control (DTSC)

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (OPR)

Native American Heritage Commission (NAHC)

Regional and Local Agencies

Riverside County Transportation Commission (RCTC)

Riverside Transit Agency (RTA)

South Coast Air Quality Management District (SCAQMD)

Native American Tribes

Pechanga Cultural Resources, Temecula Band of Luiseño Mission Indians

2.0 RESPONSE TO COMMENTS

Pursuant to CEQA Guidelines Section 15088, the responses to comments presented in this section address specific, relevant comments on environmental issues raised in the submitted comment letters. For clarification, copies of the original letters, including all attachments, are presented at the end of this section.

RESPONSE TO COMMENTS

FEDERAL AGENCIES

**Response to
Department of the Air Force, Air Force Reserve Command
Dated April 26, 2010**

DAF Comment #1:

1. The March Air Reserve Base (MARB) review of the proposal to construct and operate approximately 1,191,080 square feet of distribution center uses and all supporting improvements located North of Rider Street, South of the MWD Channel, East of Webster Avenue and West of Indian Avenue is provided with this memorandum.
2. This development is consistent with compatible land use and March Air Reserve Base (MARB) mission operations at the proposed location. The site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics.
3. Thank you for the opportunity to review and comment on this proposed development. If you have any further questions please contact Mr. Jack Porter Jr. at (951) 655-2115.

Response to DAF Comment #1:

The City acknowledges that the proposed project is consistent with compatible land use and MARB mission operations and the project site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft statistics. No new significant environmental issues have been raised by this comment and no modification of the DEIR is required.

RESPONSE TO COMMENTS

STATE AGENCIES

**Response to
State of California, Department of Conservation,
Division of Land Resource Protection
Dated May 18, 2010**

DOC Comment 1

Division Comments:

After a review of the Agricultural Resources Section, the Division can find no mention of why partial mitigation was not considered for this project. The DEIR states that "... *although existing agricultural land within the City of Perris Planning Area 3 has not yet been formally committed to non-agricultural use through formal approval of development applications, it has all been designated for urban density land uses by the City of Perris General Plan.*" The DEIR also states that no mitigation is necessary because there is none available to reduce or eliminate impacts. In fact, mitigation for this loss of Prime and Farmland of Local Importance may be available, and is further discussed below.

Was a mitigation requirement plan considered as part of the adopted General Plan? If not, then the City should consider requiring mitigation at the specific project development stage. This project not only impacts Prime Farmland and Farmland of Local Importance, but also has indirect impacts on nearby Williamson Act contracts by creating development pressure in their vicinity.

The LESA report prepared by Albert A. Webb Associates concluded that this project would be considered a Significant Impact, yet no mitigations are being required for its development. The Division strongly recommends that the City review its options for agricultural mitigations to partially offset the identified impacts to agricultural land.

Response to DOC Comment 1

Page VI-3 of the City of Perris General Plan 2030 DEIR states that:

...the Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. Findings and facts indicating that certain social and economic factors outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted.

There was no mitigation requirement plan developed as part of the General Plan process and the infeasibility of mitigation at the project-specific development stage is discussed on pages 4.1-16 and 4.1-17 of the DEIR for the Rados Distribution Center. Further, the DEIR evaluated the project's potential to create development pressure in the vicinity and determined that the project would result in less than significant impacts (DEIR pages 4.1-15 – 4.1-16). No modification of the DEIR is required.

DOC Comment 2

Mitigation Measures

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, feasible mitigation measures must be considered.

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Mitigation for the loss of Prime Farmland is suggested at a 2:1 ratio due to its importance in the State of California. Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence the search for replacement lands may be conducted regionally or statewide, and need not be limited strictly to lands within the project's surrounding area.

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number at the conclusion of this letter. Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Response to DOC Comment 2

A discussion of permanent conservation easements is provided on pages 4.1-16 and 4.1-17 of the DEIR, which were determined to be infeasible. Also, a reasonable range of mitigation was considered in the DEIR and none of these were deemed feasible for this project.

DOC Comment 3

Thank you for giving us the opportunity to comment on the DEIR for the Zone Change 07-0117, Development Plan Review 07-0119 and Agricultural Diminishment 07-0118 for the Rados Distribution Center. Please provide this Department with the date of any hearings for this particular action, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Response to DOC Comment 3

The Department's request to be notified of project-related hearings and materials such as staff reports will be honored by the City. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

**Response to
State of California, Department of Toxic Substances Control
Dated May 17, 2010**

DTSC Comment 1

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
- **National Priorities List (NPL):** A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - **Envirostor (formerly CalSites):** A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - **Resource Conservation and Recovery Information System (RCRIS):** A database of RCRA facilities that is maintained by U.S. EPA.
 - **Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS):** A database of CERCLA sites that is maintained by U.S.EPA.
 - **Solid Waste Information System (SWIS):** A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - **GeoTracker:** A List that is maintained by Regional Water Quality Control Boards.
 - **Local Counties and Cities** maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - **The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908,** maintains a list of Formerly Used Defense Sites (FUDS).

Response to DTSC Comment 1

As described on page 4.7-4 of the DEIR, a Phase I Environmental Site Assessment (ESA) has been prepared for the project site (Appendix G). As part of the Phase I ESA, an Environmental Data Resources (EDR) report was reviewed in order to identify any known or suspected

contamination sites or incidents of hazardous waste storage or disposal that might pose a threat to human health to the environment. The EDR report includes an environmental regulatory database search which reviewed all regulatory agency lists compiled pursuant to Government Code Section 65962.5, and revealed that the proposed project site is not located on a site which is included on the Cortese list of hazardous materials sites or other databases. Two mapped sites were found within one mile of the project site, but the Phase I ESA concluded that these mapped sites would not adversely impact the project site. Due to the historic agricultural uses on the project site, a Phase II ESA was conducted to assess pesticide usage (Appendix G). Based on the results of the Phase II ESA, pesticide and arsenic concentrations were well below the California Human Health Screening Levels for residential or commercial/industrial land uses and no further investigation was deemed necessary.

No new environmental issues have been raised by this comment no modification of the DEIR is required.

DTSC Comment 2

- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

Response to DTSC Comment 2

The Phase I and Phase II ESA's referenced in Section 4.7 (Hazards and Hazardous Materials) of the DEIR evaluated the potential for site contamination and were included in Appendix G of the DEIR. The DEIR summarized the findings contained within the Phase I ESA that concluded the project site does not appear to have been environmentally impaired due to on- or off-site sources. The Phase II ESA concluded that the subject property was not contaminated from agricultural pesticide use and no restrictions are warranted for the site and no further investigation is necessary. Therefore, no further regulatory oversight is required.

No new environmental issues have been raised by this comment no modification of the DEIR is required.

DTSC Comment 3

- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

Response to DTSC Comment 3

See the Responses to DTSC Comment 1 and 2. All sampling results for hazardous substances were summarized in the DEIR and were well below the regulatory standards; therefore, no table is necessary.

No new environmental issues have been raised by this comment and due to mandatory compliance with federal, state and local regulations regarding the environmental concerns discussed in the Phase I and Phase II ESA's (Appendix G of the DEIR), no modification of the DEIR is required.

DTSC Comment 4

- 5) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

Response to DTSC Comment 4

The project site is currently undeveloped, has historically been used for agricultural uses (p. 4-7-1 of the DEIR) and only contains one 12.5-foot wide by 8-foot deep by 12.5-foot tall concrete structure located within the southwest portion of the site. This structure is not likely to contain any hazardous chemicals. In the unlikely event that hazardous chemicals are encountered during demolition of this concrete structure, all appropriate measures shall be followed in compliance with local, state, and federal regulations and policies.

No new environmental issues have been raised by this comment and no modification of the DEIR is required.

DTSC Comment 5

- 6) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

Response to DTSC Comment 5

See the Responses to DTSC Comments 1 through 3. No contaminated soils are expected on the project site. Additionally, a number of federal, state, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and management of hazardous materials are regulated independently of the CEQA process through programs administered by various agencies at the federal, state, and local levels. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

DTSC Comment 6

- 7) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

Response to DTSC Comment 6

See the Responses to DTSC Comments 1 through 4. No contaminated soils are expected on the project site. Demolition of the concrete structure is not likely to contain any hazardous chemicals. In the unlikely event that hazardous chemicals are encountered during demolition of this concrete structure or any other phase of construction, all appropriate measures shall be followed in compliance with local, state, and federal regulations and policies.

The project proposes a warehouse/distribution facility. The project as proposed is not expected to result in any releases of hazardous materials from non-vehicular sources or handle hazardous or acutely hazardous materials, substances, or waste that may pose a risk to human health or the environment. Emissions from diesel-fueled trucks were evaluated in a Health Risk Assessment (DEIR, Appendix C) and the results are discussed in the Air Quality section (Section 4.3) of the DEIR that show the proposed project will not expose sensitive receptors to significant amounts of diesel particulate matter. No new environmental issues have been raised by this comment and no further analysis is warranted.

DTSC Comment 7

- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Response to DTSC Comment 7

See the Response to DTSC Comment 6. The project as proposed is not expected to result in any releases of hazardous waste that may pose a risk to human health or the environment. Additionally, should any future uses within the proposed project generate hazardous waste; such hazardous waste will be handled and disposed of in accordance with all appropriate state and federal laws. No new environmental issues have been raised by this comment; thus, no further analysis is warranted and no modification of the DEIR is required.

DTSC Comment 8

- 9) If the project area was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency in the project area prior to construction of the project.

Response to DTSC Comment 8

See the Response to DTSC Comment 1. Due to the historic agricultural uses on the project site, a Phase II ESA was conducted to assess pesticide usage (Appendix G). Based on the results of the Phase II ESA, pesticide and arsenic concentrations were well below the California Human Health Screening Levels for residential or commercial/industrial land uses and no further investigation was deemed necessary.

No new environmental issues have been raised by this comment no modification of the DEIR is required.

**Response to
State of California, Governor's Office of Planning and Research,
State Clearinghouse and Planning Unit
Dated May 17, 2010**

SCH Comment 1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 12, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Response to SCH Comment 1

The comment letter which was enclosed with this OPR letter, Native American Heritage Commission, May 5, 2010, was received by the City of Perris and is included as part of this project's CEQA process in Section 2.0 of this FEIR.

The State Clearinghouse acknowledges that the City has complied with the DEIR review requirements pursuant to CEQA for this project. No further response is necessary.

**Response to
State of California, Native American Heritage Commission
Dated May 5, 2010**

NAHC Comment 1

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3rd 604). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources were not identified within the APE, as previously described. Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Response to NAHC Comment 1

A records search was requested by CRM Tech during the preparation of the *Historical/Archaeological Resources Survey Report* for the proposed project dated January 5, 2010 (Cultural Report). The results of the records search and the field survey are presented in the Cultural Report, Appendix E of the DEIR, and within Section 4.5 of the DEIR. The results of the records search revealed 10 historical/archaeological sites within one mile of the proposed project site; however, none were on or adjacent to the project site and none were prehistoric – i.e.,

Native American – in nature. No previously unrecorded cultural resources were discovered during the field survey.

This comment does not raise any new environmental issue not already addressed in the DEIR.

NAHC Comment 2

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]) *et se*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*.

Response to NAHC Comment 2

There is no federal approval or nexus associated with this proposed project that would require consultation pursuant to the National Environmental Policy Act (NEPA).

This comment does not raise any new environmental issue not already addressed in the DEIR.

NAHC Comment 3

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

Response to NAHC Comment 3

As discussed in the Section 4.5 of the DEIR, the potential for significant cultural resources existing on the site are low. Nevertheless, mitigation measures were implemented should project construction inadvertently uncover unknown buried cultural resources. During project-related excavations, mitigation measure **MM Cultural 1**, listed below, will ensure the project's potential to cause substantial adverse change in the significance of an archaeological resource as defined in section 15064.5 of the CEQA Guidelines are mitigated to a less than significant level. As stated in **MM Cultural 1**, discovered Native American resources shall be either reburied at the project site or curated at an accredited facility approved by the City of Perris.

MM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase. Any Native American resources shall be evaluated in accordance with the CEQA Guidelines and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.

Mitigation measure **MM Cultural 3** reduces the impacts associated with the potential discovering of human remains during construction activities in accordance with existing state law.

This comment does not raise any new environmental issue not already addressed in the DEIR.

NAHC Comment 4

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

Response to NAHC Comment 4

Comment noted. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

NAHC Comment 5

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

Response to NAHC Comment 5

Comment noted. This project is not subject to SB 1059 since it does not require a general plan amendment. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

NAHC Comment 6

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Response to NAHC Comment 6

The requirements of the applicable provisions of the Health and Safety Code and the Public Resources Code relative to the accidental discovery of human remains are discussed on pages 4.5-8 and 4.5-14 of the DEIR. The process to be followed in the event of an accidental discovery of human remains is set forth in existing laws and regulations, which will be adhered to by the City and have been incorporated into mitigation measure **MM Cultural 3**. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

NAHC Comment 7

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Response to NAHC Comment 7

Comment noted. Mitigation measure **MM Cultural 1** provides for reburial or curation of unknown Native American resources discovered during grading. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

RESPONSE TO COMMENTS
REGIONAL AND LOCAL AGENCIES

**Response to
Riverside County Transportation Commission (RCTC)
Dated May 6, 2010**

RCTC Comment 1

The RCTC, the California Department of Transportation, and the Federal Highway Administration propose to improve west-east transportation in western Riverside County by constructing a new freeway, known as the MCP. In November 2004 and July 2007, RCTC circulated a Notice of Preparation and Supplemental Notice of Preparation, respectively, for the MCP project. Additionally, in October 2008, RCTC circulated a Draft EIR/Environmental Impact Statement (EIS) for two No-Build and five Build alternatives with design variations for a 32 mile freeway through the cities of Corona, Perris, and San Jacinto. Subsequently after public review of the Draft EIR/EIS, in response to public concern and the need to focus transportation funding where the need is the greatest for regional transportation, the RCTC Board formally took action to refocus the MCP project limits between I-215 and SR-79 through the cities of Perris and San Jacinto. While the RCTC board modified the project limits for the MCP project, the alignments for the Build Alternatives east of I-215 will generally be the same. Therefore, the effects of the MCP Build Alternatives (Alternatives 4, 5, and 9) east of I-215, should be considered in the Rados Draft EIR.

CEQA requires that a reasonable analysis of the significant cumulative impacts of a proposed project be prepared (Public Resources code Section 21083(b); State CEQA Guidelines Section 15064(h)). While the Rados Distribution Center Draft EIR includes a "list" approach to the cumulative projects analysis, the proposed MCP project is not identified as a cumulative project. The MCP project should be identified and discussed in the discussion of cumulative impacts that considers "past, recent, and probable future projects producing related or cumulative impacts, including, if necessary those projects outside the control of the agency..." (CEQA Guidelines Section 15130 (b) (1)(A)). The Rados Distribution Center Draft EIR should consider the cumulative impacts associated with MCP Build Alternatives 4, 5, and 9 east of I-215.

The CEQA Guidelines [(Section 15130(b)(5))] also state that "a reasonable analysis of the cumulative impacts of the relevant project" be included, and that the EIR "shall examine reasonable, feasible options for mitigating or avoiding the project contribution to any significant cumulative effects." Inasmuch as the cumulative analysis in the Rados Draft EIR excludes the MCP project as a reasonably foreseeable project, an adequate analysis of potential significant cumulative effects has not been provided and the opportunity to identify mitigation or alternatives that would avoid or reduce significant impacts has not been explored. RCTC urges the City to diligently consider and include an analysis of cumulative environmental effects that incorporates the MCP project.

Response to RCTC Comment 1

RCTC's review of the DEIR and its concerns in regard to project development, are acknowledged. RCTC's concerns regarding the project and its relation to the proposed Mid County Parkway (MCP) project are acknowledged and further discussed below.

The discussions in this response are divided into two parts. The first part describes potential cumulative impacts associated with the proposed project, the MCP Locally Preferred Alternative 9, and MCP Build Alternative 4. These alternatives would not directly impact the proposed project site. The second part describes the potential cumulative impacts associated with the proposed project, MCP Build Alternatives 5 and 9 with the Rider Street Design Variation (DV). The proposed alignments for these two alternatives bisect the project site.

It should also be noted that the Draft EIR/EIS (Environmental Impact Statement) for the MCP project includes the proposed project in its evaluation of cumulative impacts. This is shown in Figure 3.25.1, Sheet 3 of 4 on page 3.25-17 of the MCP Draft EIR/EIS. As such, the discussions in this response incorporate information from the MCP Draft EIR/EIS.

1. Locally Preferred Alternative 9 and MCP Build Alternative 4

The alignment for Locally Preferred Alternative 9 is proposed to be located south of the project site along Placentia Avenue. The alignment within the City of Perris for MCP Build Alternative 4 is proposed to be located north of the project site and largely north of Ramona Expressway. As such, these two alternatives do not physically impact the project site.

- **Cumulative Impacts Related to Agricultural Resources**
Development of the proposed project will convert both Prime Farmland and Farmland of Local Importance into non-agricultural land uses, as envisioned in the City of Perris General Plan. Agricultural impacts from the proposed project are both individually and cumulatively significant and unavoidable due to the lack of City and/or County programs that would offset agricultural resource impacts. The MCP Build Alternatives also result in conversion of existing farmland to roadway as a result of right of way acquisition and contribute to a cumulative loss of farmlands (MCP Draft EIR/EIS page 3.25-27). This is similar to any other new development project on existing agricultural lands in the City of Perris and the conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.
- **Cumulative Impacts Related to Airports**
Risks associated with airport hazard-related impacts are largely site specific. The local airport considered in the cumulative analysis for the Rados Distribution Center project is March Air Reserve Base (MARB). The DEIR concluded (page 5.0-7) that the potential for cumulative impacts to occur is limited due to its location, but that implementation of mitigation measures will further reduce airport-related impacts to or from MARB.

Although each MCP Build Alternative has potentially unique airport hazard-related impacts to or from MARB, it is expected that future growth will generally comply with the range of federal, state, and local statutes and regulations applicable to development near airports, and will be subject to existing and future programs of enforcement by the appropriate regulatory agencies.

This is similar to any other new development project in the City of Perris and the conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Air Quality**

Air Quality impacts associated with cumulative development are evaluated on a project-specific basis using the thresholds of significance recommended by the SCAQMD. The proposed project would generate daily construction-related and operational emissions that exceed applicable thresholds of significance. As such, emissions generated by the project are determined to be individually significant and cumulatively considerable in the Rados Distribution Center – Perris Project DEIR. In addition, the DEIR concludes that project greenhouse gas emissions are also considered to be cumulatively considerable. These conclusions would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Biological Resources**

The DEIR concludes (page 5.0-10) that cumulative impacts would be less than significant provided that the terms of the MSHCP are fully implemented. The proposed project will comply with the requirements of the MSHCP and thus, will not conflict with its adopted policies. Cumulative impacts to special-status species, including sensitive natural communities and raptor foraging habitat, are fully addressed within the MSHCP and are considered less than significant. The MCP Draft EIR/EIS also acknowledges the potential for the MCP Build Alternatives to affect biological resources, but that the MSHCP serves to provide mitigation for cumulative impacts to these resources. This is similar to any other new development project in the City of Perris and the conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Cultural Resources**

Impacts to cultural resources are generally specific to an individual project site. Although the proposed project would not impact any known cultural resources, mitigation measures are identified in the DEIR to ensure that any resources that may be discovered during project construction activities are not significantly impacted. As such, the DEIR concludes that the project's potential contribution to cumulative impacts to cultural resources is not considerable and the cumulative impacts of the project are less than significant. The MCP Draft EIR/EIS also acknowledges the potential for the MCP Build Alternatives to affect cultural resources. This is similar to any other new development project in the City of Perris and the conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Geology/Soils**

Geologic hazards are generally specific to an individual project site. As stated in the DEIR (page 5.0-12), cumulative impacts could occur related to an earthquake, if the magnitude of the quake and location of the fault(s) traversed the region. Impacts due to

seismic activity would be cumulative if state and local building and development codes and regulations (existing regulatory requirements) were not being implemented throughout the region. Pursuant to City and State Building Code requirements, all new development will be required to incorporate appropriate design and construction measures to guard against ground shaking hazards. Further, the project and all other projects and structures will be constructed in compliance with existing seismic safety regulations of the California Uniform Building Code and International Building Code, which requires the use of site-specific engineering and construction standards identified for each class of seismic hazard.

The City of Perris is subject to a number of potential geologic hazards that have the potential to impact future build-out of the City of Perris General Plan. These hazards, including fault rupture hazards, ground shaking, liquefaction, landslides and rockfalls, seismically-induced settlement, subsidence and collapsible soils, and soil erosion and loss of topsoil were addressed in the General Plan EIR and Section 4.6 of the DEIR. It was determined that these impacts will be reduced to below the level of significance through implementation of General Plan Implementation Measures and existing regulatory requirements.

Since all local jurisdictions in the region are subject to local, state and federal laws, cumulative impacts related to geologic and soils safety are less than significant. These conclusions would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Hazards/Hazardous Materials**

Impacts related to hazardous materials are generally site specific. Cumulatively, future growth will comply with the range of federal, state, and local statutes and regulations applicable to hazardous materials, and will be subject to existing and future programs of enforcement by the appropriate regulatory agencies. These conclusions would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Hydrology/Water Quality**

Both the DEIR for the Rados Distribution Center – Perris Project (page 5.0-12 through 5.0-15) and the MCP Draft EIR/EIS (page 3.25-5) conclude that the water quality impacts of the two projects would not be significant and that they would not cause significant cumulative impacts. As such, the conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Land Use/Planning**

The MCP Draft EIR/EIS states (page 3.25-4) that it is anticipated that future developments will be implemented in a manner that is consistent with adopted land use and resource plans, and that the local agency general plans will be amended to reflect the approved MCP route alignment and facility type. The proposed project is consistent with the existing land use designations of the City of Perris General Plan Land Use

Map. In addition, the DEIR for the project concludes (page 5.0-15) that the project's potential contribution to cumulative land use impacts is not considerable, and therefore not significant. This conclusion would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Noise**

Construction activities at the proposed project site would not affect existing sensitive receptor locations in the immediate vicinity due to the distance. Construction activities associated with the MCP project would occur after the proposed project, would be much more intensive and would affect different sensitive receptors. As such, cumulative construction-related noise impacts would not occur at the same receptor locations with these two projects.

The DEIR for the project identifies (page 5.0-16) future roadway noise levels in the vicinity of the project site associated with future development. The impact of the increased noise levels is not considered to be significant. The MCP project would not increase roadway volumes on these same roadways and the conclusion of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Solid Waste**

The DEIR for the Rados Distribution Center – Perris Project concludes (page 5.0-16) that sufficient landfill capacity exists to accommodate future disposal needs in the County through 2040. Consequently, cumulative impacts associated with solid waste within the City of Perris and the rest of the County would be considered less than significant. The conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

- **Cumulative Impacts Related to Transportation/Traffic**

The DEIR for the Rados Distribution Center – Perris Project concludes (page 5.0-17) that traffic generated by the project, in combination with traffic resulting from area-wide development and related projects will result in significant impacts to Level of Service (LOS) standards for the study intersections. The cumulative impacts would be mitigated through fee payments as required pursuant to the Western Riverside County TUMF Program and the City of Perris Road and Bridge Benefit District Fees. The collected fees will be allocated for the construction of area-wide roadway and signalization improvements.

The discussion of cumulative traffic and transportation impacts (page 3.25-5) of the MCP Draft EIR/EIS states that the MCP project would not result in any adverse effects to traffic circulation in the MCP study area, except for short-term effects during construction. The proposed Rados Distribution Center – Perris Project would be constructed before the MCP project; therefore, there would be no cumulative traffic impacts associated with construction activities at the same time for these two projects.

As to operational activities, the MCP Draft EIR/EIS states that the MCP project would have a beneficial effect by improving regional and local mobility. Based on this information, no unavoidably significant cumulative impacts to traffic and circulation are anticipated in Perris as a result of the proposed project along with other developments and the MCP project.

- **Cumulative Impacts Related to Water and Sewer**

The Eastern Municipal Water District (EMWD) has determined that adequate water and sewer service and supplies are available to serve the proposed project in the near and long term along with current and future uses within the EMWD's service boundary (DEIR page 5.0-18). The conclusions of the DEIR would not change with the addition of Locally Preferred Alternative 9 and MCP Build Alternative 4 to the list of related projects.

2. MCP Build Alternatives 5 and 9 Rider Street DV

The alignment within the City of Perris for MCP Build Alternatives 5 and 9 Rider Street DV is proposed to bisect the Rados Distribution Center project site. As such, these two alternatives would directly and physically impact the proposed project and site. Since the Project applicant is currently seeking approval of the proposed project and the RCTC is still evaluating which MCP alternative to approve, it is assumed that the proposed Rados Distribution Center project would be constructed and operational prior to construction of the approved MCP alignment. This is consistent with the MCP Draft EIR/EIS, which identifies the project as a cumulative project. The MCP Draft EIR/EIS acknowledges (pages 3.25-28 and 3.25-29) that the MCP Build Alternatives would result in the acquisition of nonresidential, residential, and municipal properties. RCTC would be required to acquire the entire project parcel under any of these build alternatives. The entire project building and any infrastructure on the site would then be demolished to make way for the new MCP segment. As such, the Rados Distribution Center project and MCP Build Alternatives 5 and 9 Rider Street DV would not generate cumulative (combined) impacts since both projects cannot occur at the same time. In the cases where surface or subsurface resources would be affected by the Rados project (e.g., agricultural resources, biological resources), the impact will have occurred before the MCP segment is built and no further impact would occur. In other cases, the on-going operational impacts of the Rados project would no longer occur once the MCP segment is built (e.g., air quality, noise, traffic, water supply). Any actual cumulative impacts associated with these MCP alternatives have been evaluated in the MCP Draft EIR/EIS and no further evaluation of cumulative impacts is required for the Rados Distribution Center EIR.

RCTC Comment 2

Lastly, while the proposed Rados Distribution Center would not be directly impacted by the proposed MCP Alternatives 4 and 9 east of I-215, Alternative 5, if selected, would bisect the project site and directly impact the proposed Rados Distribution Center project site. The RCTC Board has not selected a Preferred Alternative for the modified project limits. Relevant information, including the Draft EIR/EIS for the MCP project, is available online at www.midcountyparkway.org. RCTC is currently revising and updating technical studies with the new project limits for the MCP project and plans to circulate a Recirculated Draft EIR/Supplemental Draft EIS in 2011.

Response to RCTC Comment 2

The City appreciates RCTC's willingness to participate in further discussion of project-related comments and concerns. However, the City is unwilling to place this project, which is consistent with the current land use designations for the project site, on indefinite hold while RCTC evaluates the various alternatives for the MCP project. The project applicant understands the site is under consideration for an MCP project segment, but also understands that he would be adequately compensated should RCTC need to acquire the project site.

**Response to
Riverside Transit Agency (RTA)
Dated April 19, 2010**

RTA Comment 1

Although RTA does not currently have transit service to this site, given the scope of the project and the planned inclusions in it, we recommend that possible future public transportation should be an element included as the project progresses. This would include identifying potential bus stops, possible inclusion of bus stop amenities (e.g. shelters, benches) and assuring the streets are constructed to accommodate buses should bus service be added. Please also note that public transit can serve as a mitigation measure to decrease vehicle traffic.

Response to RTA Comment 1

The City has considered possible transit options in relation to the proposed project and has included streets improvements that are wide enough to accommodate buses if bus service is added. The DEIR discussed public transit within Section 4.12, Transportation/Traffic. Specifically, page 4.12-17 states:

The proposed project is an industrial warehouse project which will consist of a building used to store and house goods during their local and regional distribution. The Riverside Transit Authority (RTA) operates Routes 19 (Moreno Valley Mall to Perris) and 41 (Mead Valley Community Center to RCRMC) within vicinity of the project site. Route 19 travels north and south along Perris Boulevard with “alternate routing” along Ramona Expressway, Webster Avenue, Morgan Street and Indian Avenue. Route 41 travels east and west along Cajalco/Ramona Expressway with routing along Webster Avenue, Morgan Street and Indian Avenue. Employees of the proposed project will be able to utilize these RTA routes as a means of alternate modes of transportation to and from work.

The City of Perris General Plan identifies alternate modes of transportation as being bus, rail or pedestrian. Specifically, Policy I.B.1 states: “require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts, transit stops, cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist and employment centers).” The project will include roadway improvements which include sidewalks and bike racks, and is located near existing bus routes. The project will not conflict with the City’s adopted policies, plans or programs supporting alternative modes of transportation, and therefore potential impacts are considered **less than significant**.

In addition to the bus service described above, a transfer stop is located on Morgan Street which is approximately 1/3 mile north of the project site. Therefore, the project site has adequate access to public transit and no mitigation is necessary. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

**Response to
South Coast Air Quality Management District (SCAQMD)
Dated May 11, 2010**

SCAQMD Comment 1

Truck Trip Rates

AQMD staff is concerned that the air quality impacts reported in the Draft EIR may be underestimated. Specifically, the lead agency states in Table 4.12-G that there will be no more than 384 heavy duty truck trips per day at this facility. This equates to 192 trucks visiting the facility per day. This low number of truck trips is surprising given the large number of proposed loading docks (254 docks) and truck parking stalls (353) [App. C, page 1]. Based on these figures, over two-thirds of the loading docks and truck parking stalls will remain idle from heavy duty truck activity on a daily basis [$192 / (254 + 353) = 0.32$]. Based on information presented in the Draft EIR, this presumed level of inactivity does not seem reasonable for a project designed to serve as a major distribution center serving regional interests.

The lead agency uses this low truck trip rate in the Draft EIR to determine that operational air quality impacts will not expose sensitive receptors to significant pollutant concentrations, including a nearby school. AQMD staff therefore recommends that further justification be presented in the Final EIR for the minimal truck use projected at this distribution center. If the lead agency determines that additional trucks may use this facility, impacts from this increased use should be presented in either a Recirculated Draft EIR or the Final EIR. If the lead agency determines that the truck trip rate specified in the Draft EIR is appropriate, enforceable conditions should be placed in the Final EIR that limit the number of heavy duty trucks visiting the facility to 192 per day or less.

Response to SCAQMD Comment 1

The City estimated the trip generation rates based upon the *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study* prepared by the National Association of Industrial and Office Properties (NAIOP) in January 2005. It is important to note that the 192 trucks quoted in the comment above only represents the estimated 4+ axle trucks. There would be another approximately 124 round trips per day by large 2 and 3 axle trucks for a total of 318 round trips per day for trucks utilizing the project's 254 proposed loading bays. Therefore, a reasonable level of activity was estimated in the DEIR.

Operational impacts of criteria pollutants were found to be significant in the DEIR. The Health Risk Assessment (HRA) determined that the project's maximum increase in excess cancer risk to sensitive receptors was 2.1 in one million which is substantially lower than the 10 in one million threshold. Even if the project's truck activity were to double, the project's increase in an excess cancer risk would still be lower than the threshold. Based on these estimates, it is not appropriate to place a limit on the daily number of heavy duty trucks visiting the facility. No new

environmental issues have been raised by this comment and no modification of the DEIR is required.

SCAQMD Comment 2

Modeling Analysis

AQMD staff is also concerned that the modeling analysis does not accurately portray project emissions. Revisions to the modeling should be included in the Recirculated Draft EIR or Final EIR based on the following:

- The LST air quality analysis presented in the Draft EIR does not account for truck travel between the proposed facility and the closest major traffic corridors. Truck travel routes may run adjacent to nearby sensitive receptors such as schools or residences. AQMD staff recommends that the lead agency clearly specify truck routes between this facility and nearby transportation corridors, and the air quality impacts from trucks traveling along these arterial roads in the Recirculated Draft EIR or Final EIR.

Response to SCAQMD Comment 2

The SCAQMD's LST guidance states that off-site mobile emissions from the project should not be included in emissions compared to LSTs (page 1-4 of the LST Methodology).

The proposed project site is located in close proximity to Perris Boulevard and Ramona Expressway, which are both designated as Truck Routes in the Circulation Element of the City of Perris General Plan. Trucks traveling to and from the project site would travel along these roadways between the project site and I-215. The air quality impacts from project-related diesel exhaust emissions from trucks traveling in the project vicinity were analyzed in the HRA. Also, the CO Hot Spots Analysis evaluated impacts from congested intersections in the project vicinity. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

SCAQMD Comment 3

- Air quality modeling of facility operations in the Draft EIR uses emission rates derived from URBEMIS outputs for operational truck activity offsite as input for AERMOD emission rates for truck activity onsite. This emission rate is inappropriate for AERMOD use as it is based on trucks traveling on roadways, and does not account for truck travel or idling activities onsite. Site specific emission factors should be calculated based on assumed onsite travel distances and up to 15 minutes of idling activity per truck visit. This emission rate should then be used in the AERMOD modeling analysis.

Response to SCAQMD Comment 3

As stated on page 24 of the Air Quality Impact Analysis (AQIA) regarding the long-term operational LST analysis:

In order to ensure that the worst-case scenario for this project was modeled, the maximum emissions for NO_x and CO from either winter or summer from **Table 4** and **Table 5** were used as the year-round emission factor for the project. These emissions, taken from URBEMIS output, represent the vehicle emissions calculated from all project-related traffic traveling on local roadways to access the project-site, i.e., total vehicle emissions and area source emissions operating on the project site. The use of these regional vehicle emissions overestimates project impacts. However, the following analysis for NO_x and CO emissions shows that the incorporation of these regional vehicle emissions still results in localized concentrations below the applicable thresholds.

As shown above, the LST analysis represents a conservative analysis by modeling the entire project's mobile source emissions (both on- and off-site) within the project boundary which would compensate for idling activities. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

SCAQMD Comment 4

- For NO_x emissions, the release height of source SLINE1 varies from 14.01 feet to 7.45 feet. AQMD staff recommends that an explanation of this reduction in release height should be presented in the Final EIR, or the release height should remain constant in the final modeling analysis.

Response to SCAQMD Comment 4

The release height for SLINE 1 was inadvertently input as 2.27 meters (7.45 feet) rather than 4.27 meters (14.01 feet) for one of the nodes and has revised to reflect a consistent release height of 4.27 meters. The change in release height resulted in a slight change in the output of approximately 3 µg/m³ or less at modeled receptor locations. The revised estimates were lower in comparison. The receptor locations described in the DEIR and AQIA experience very little change and are revised as follows in the FEIR. In fact, when rounding the concentrations to the nearest hundredth, the estimate shown for the nearest commercial receptor remained the same.

Long-Term Impacts – LST Analysis

The following paragraphs summarize the findings of each criteria pollutant using SCAQMD's LST methodology as contained in the AQIA in Appendix C.

NO_x

For the project area, the maximum 1-hour NO₂ concentration in the last 3 years was 0.09 ppm. The Ambient Air Quality Standard (AAQS) for NO₂ is a 1-hour maximum concentration of 0.18 ppm. Therefore, the difference in concentrations is 0.09 ppm (170

$\mu\text{g}/\text{m}^3$). Based on SCAQMD methodology, the project would be considered to have significant air quality impacts if NO_2 concentrations at the nearest sensitive receptor exceed 0.09 ppm. NO_x emissions are simulated in the air quality dispersion model and the NO_2 conversion rate is treated by a NO_2 -to- NO_x ratio, which is a function of downwind distance. According to the LST methodology developed by staff at SCAQMD, at 5,000 meters downwind, 100 percent conversion of NO_2 -to- NO_x is assumed. The nearest potential sensitive receptor is approximately 397 meters (approximately 1,300 feet) south. The NO_x concentration at this location is approximately $174.4765 \mu\text{g}/\text{m}^3$ and the NO_2 -to- NO_x ratio is approximately 0.258. Therefore, the sensitive receptor will be exposed to an NO_2 concentration of approximately $45.016 \mu\text{g}/\text{m}^3$, which is less than the threshold of $170 \mu\text{g}/\text{m}^3$. The nearest commercial receptor with the highest concentration is approximately 25 meters west. The NO_x concentration at this location is approximately $1,145.02 \mu\text{g}/\text{m}^3$ and the NO_2 -to- NO_x ratio is 0.053. Therefore, the commercial receptor will be exposed to an NO_2 concentration of $60.69 \mu\text{g}/\text{m}^3$, which again is less than the threshold of $170 \mu\text{g}/\text{m}^3$. Therefore, project operation will not cause an exceedance of the LST for NO_2 during project operation to either sensitive or commercial receptors.

No new environmental issues have been raised by this comment not already addressed in the DEIR, and the impact of the proposed project from the long-term LST analysis continues to be less than significant.

SCAQMD Comment 5

- In the Health Risk Assessment (HRA) Diesel Particulate Matter (DPM) modeling file, 10 of the 19 roadway line sources modeled have emission rates of zero grams per second (SLINE 1, 2, 3, 4, 5, 6, 8, 9, 10, 15). AQMD staff recommends that the lead agency revise the analysis to include these roadway segments in the HRA, especially those near sensitive receptors.

Response to SCAQMD Comment 5

The project-specific truck traffic modeled in the Traffic Study (Appendix J of the DEIR) did not predict truck travel along those select roadway segments as also depicted in Appendix B of the HRA. The roadway segments listed above were utilized in the HRA to show existing and cumulative truck traffic DPM.

No new environmental issues have been raised by this comment and no modification of the DEIR is required.

SCAQMD Comment 6

Mitigation Measures

Lastly, given the project's potential exposure of sensitive receptors surrounding the project site to diesel emissions, AQMD staff recommends that the lead agency consult the Western Riverside Council of Governments *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*.¹ Consistent with this guidance, AQMD staff recommends adding the following mitigation measures to minimize potentially significant air quality impacts from the operational phase of the project, if feasible:

- ❖ Restrict operation to “clean” trucks, such as a 2007 or newer model year or 2010 compliant vehicle;
- ❖ Avoid siting new sensitive land uses within 1,000 feet of the warehouse/distribution center;
- ❖ Design the warehouse/distribution center such that entrances and exits discourage trucks from traversing past neighbors or other sensitive receptors;
- ❖ Develop, adopt and enforce truck routes both in an out of city and in and out of facilities;
- ❖ Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas;
- ❖ Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride;
- ❖ Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes;
- ❖ Require or provide incentives for particulate traps that meet CARB certified level 3 requirements;
- ❖ Electrify service equipment at facility;
- ❖ Improve traffic flow by signal synchronization; and
- ❖ Conduct air quality monitoring at sensitive receptors.

Response to SCAQMD Comment 6

The additional recommended mitigation measures have been evaluated. The feasibility and applicability of each are described below.

Regarding “clean” truck fleets, the proposed project building is speculative, to be leased and/or sold; and the specific uses and occupants are unknown at this time, as stated on page 1.0-4 of the DEIR. To impose this restriction may limit the future occupants and businesses that would use the project. The potential business or company that may occupy the site may not have any control over the trucks that visit the site if they do not have their own fleet. Therefore, the existing mitigation measure **MM Air 14** addresses this issue to the extent feasible through requiring the developer/successor-in-interest to provide building occupants with information on diesel particulate traps and “clean” fleets.

However, the mitigation measure will be modified to more closely match the language recommended by SCAQMD as follows:

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

The recommended measure to avoid siting new sensitive land uses within 1,000 feet of a warehouse/distribution center is not a project level mitigation. Rather, it is a policy that lead agencies should consider when new project applications are accepted. Further, no existing or planned sensitive uses exist within 1,000 feet of the project site.

As shown in the Traffic Study, the project truck traffic is anticipated to utilize the entrance on Indian Avenue, a future designated truck route identified in the City of Perris General Plan, to access the site from to and from the I-215 freeway via the Harley Knox Boulevard on- and off-ramps. This route does not traverse past sensitive receptors. Therefore the following suggested mitigation measures do not apply: design the warehouse/distribution center such that entrances and exits discourage trucks from traversing past neighbors or other sensitive receptors; develop, adopt and enforce truck routes both in and out of the city an in and out of facilities; have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas; re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes.

There are currently enough truck parking spaces located on-site to accommodate overnight parking. Therefore, additional secure location outside the project site is not necessary.

The recommendation to require or provide incentives for particulate traps that meet CARB certified level 3 requirements is currently addressed in **MM Air 5** for construction by and **MM Air 14** for operations.

The following mitigation measure will be added to incorporate the recommendation to electrify service equipment at the facility:

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

The City of Perris Public Works/Engineering Administration Division will ensure that signals are synchronized to ensure adequate traffic flow and a mitigation measure is not necessary.

As noted above, the project is not located near any sensitive receptors. In addition, the recommendation to conduct air quality monitoring at sensitive receptors is not appropriate at the project level, but better handled at the regional level by an appropriate air quality regulating entity and is therefore, not considered as a feasible mitigation measure for this particular project. Monitoring is already conducted nearby in the City of Perris by the SCAQMD. Air quality monitoring at receptor sites would be done after the project is operational when there would be no potential benefit to receptors and certainly wouldn't be able to substantially lessen impacts. Monitoring at sensitive receptor locations will not differentiate this project's emissions compared to the other local and regional sources in the area that contribute to pollutant concentrations in the ambient air. In addition, the HRA for this project used conservative assumptions and did not result in significant health risk impacts. Therefore, because additional monitoring should be the responsibility of the SCAQMD in cooperation with the City of Perris, it is not feasible to include this as a mitigation measure for this project.

The mitigation measure modification and addition does not address any new environmental issue not already addressed in the DEIR; the impact of the proposed project continues to be significant even with the mitigation measures recommended in the DEIR.

RESPONSE TO COMMENTS

NATIVE AMERICAN TRIBES

Response to Pechanga Cultural Resources, Temecula Band of Luiseño Mission Indians Dated May 7, 2010

Pechanga Comment 1

The Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, (hereinafter, “the Tribe”) has received the above referenced DEIR, and submits this comment letter on the above listed Project.

The Tribe officially requests involvement in this Project pursuant to Public Resources Code §21092.2, including notification and involvement in the entire CEQA environmental review process for the duration of the above referenced Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project and requests that these comments be made part of the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

Response to Pechanga Comment 1

The City notes the Tribe’s request to be notified and involved in the entire CEQA process for the project. With respect to being added to the distribution list, the Tribe was included in the distribution of the Initial Study and DEIR. The Tribe’s request to be notified of public hearings and scheduled approvals for this project will be honored.

No new environmental issues have been raised by this comment and no modification of the DEIR is required.

Pechanga Comment 2

THE CITY OF PERRIS MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe’s traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the City of Perris consult with the Tribe in order to guarantee adequate knowledge to appropriately evaluate the project effects, as well as generating adequate mitigation measures.

Response to Pechanga Comment 2

There is no federal nexus that would require consultation pursuant to the federal documents referenced in the comment. The proposed project does not meet the requirements of Senate Bill (SB) 18 with respect to government to government consultation. SB 18 is applicable to general plan or specific plan amendments, new general plans, and specific plans. The proposed project does not entail amendment of the City's General Plan; thus, the provisions of SB 18 are not applicable to the project. The City has, however, included the Tribe in the review process by providing the Notice of Preparation, the DEIR, and responses to comments received on the DEIR and the City will also provide notices of upcoming public hearings on the project. No other consultative efforts are required by law for this type of project. The comment did not raise any new environmental issue not already addressed in the DEIR.

Pechanga Comment 3

PECHANGA CULTURAL AFFILIATION TO THE PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of the Tribe's aboriginal territory, as evidenced by the existence of Luiseño place names, rock art, pictographs, petroglyphs, a village complex (*Qaxáalku*) and an extensive Luiseño artifact record in the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated specifically with the Pechanga Band of Luiseño Indians because of the Tribe's specific cultural ties to this area. The Tribe considers any resources located on this Project property to be Pechanga cultural resources.

D. L. True, C. W. Meighan, and Harvey Crew³ stated that the California archaeologist is blessed "with the fact that the nineteenth-century Indians of the state were direct descendents of many of the Indians recovered archaeologically, living lives not unlike those of their ancestors." Similarly, the Tribe knows that their ancestors lived on this land and that the Luiseño peoples still live in their traditional lands. The Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Many anthropologists and historians who have presented boundaries of the Luiseño traditional territory have included the Project area in their descriptions (Drucker 1937; Heiser and Whipple 1957; Kroeber 1925; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While we agree that anthropological and linguistic theories as well as historic accounts are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts and oral traditions.

Luiŝeño history originates with the creation of all things at 'éxva Teméeku, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiŝeño territory). It was at Temecula that the Luiŝeño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at 'éxva Teméeku. It is the Luiŝeño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiŝeño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiŝeño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiŝeño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Project area is located within the central area of this culturally affiliated territory. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixélval (rock art) is also an important element in the determination of Luiŝeño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiŝeño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiŝeño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiŝeño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

This Project property is located approximately one mile to the east of one of the densest Luiseño village complexes known as *Qaxáalku*. The etymology of the Spanish word Cajalco derives from the Luiseño word for "place of quail." The suffix "ku" is considered a more archaic form of the suffix "anga," which means place of (as in Pechanga...place of dripping water). Throughout the region containing *Qaxáalku* there are still quail but almost as important are the *kukúulam*, or burrowing owl, that once lived there in large numbers. The areas separated by low-lying bedrock boulders provide an ideal habitat for the owls. J.P. Harrington's/Pechanga informant Celestine Ahuayo relates: "*the (that type of) area was known as kukúulam pomkí, which means where the ground owl houses.*" *Kukúul*/burrowing owl is important for the Luiseño because of his status in our Creation Story. Father Boscana wrote of the burrowing owl's role in the Story: '*It was determined by (the lower animals) that Father Wuyóot should received his death by means of poison. Kukúulmal (the small burrowing owl) perceived this and immediately gave the information to Wuyóot.*' Eventually, *Wuyóot* did succumb to poison but the burrowing owl gained a distinction in our Luiseño songs as a good messenger. The *Payómkawichum* (Luiseño people) would have revered the area where this "good apostle" lived by living there as well.

Within the *Qaxáalku* complex, there are at least seven (7) recorded cupule boulders and many others with painted markings (pictographs). Additionally, beyond the numerous bedrock mortars and slicks, are four (4) ancestral quartz quarries. Quartz points were important to the *Payómkawichum* because it is taught that *Suukat* (deer), who gave his life for the starving People in our Creation Story, could only be taken by a point made of quartz.

The Project area, located on the floor of Perris Valley, is surrounded by culturally sensitive features. As stated above, to the northwest and southwest is the *Qaxáalku* complex; to the south is the San Jacinto River and to the east is Lake Perris and known sacred and ceremonial sites. Further, our oral traditions state that there were trade and transportation routes that passed through this area. In relation to documented archaeological studies, the Project is located to the immediate south of March Air Reserve Base (MARB). The Tribe has been designated as the affiliated Tribe by LSA Associates for the March Joint Powers Authority and the MARB (Schroth 1999). Our songs and stories, as well as academic works and recorded archaeological/cultural sites, demonstrate that the Luiseño people who occupied the Project area are ancestors of the present-day Pechanga Band of Luiseño Indians, and as such, Pechanga is the appropriate culturally affiliated tribe for projects that impact this geographic area.

The Tribe welcomes the opportunity to meet with the City to further explain and provide documentation concerning our specific cultural affiliation to lands associated with this Project.

Response to Pechanga Comment 3

Comment noted. The City recognizes that this area of Riverside County has been culturally affiliated with Native Americans known as the Luiseño. There are various bands of Luiseño throughout the county and the closest groups to the City of Perris are known as the Soboba (Hemet) and/or Pechanga (Temecula). Archaeologically, the area has also been associated with some Cahuilla populations originating from areas to the east of the Perris Plain. Cultural Resources in the City of Perris may be identified as either Luiseño or Cahuilla, although they are more likely to be of Luiseño origin. The City of Perris includes the Soboba Band of Luiseño Indians and the Temecula Band of Luiseño Indians in the review of environmental documents. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

Pechanga Comment 4

PROJECT IMPACTS TO CULTURAL RESOURCES

To date, the Tribe has received the Archaeological Survey Report⁴ and the Draft Environmental Impact Report (DEIR). The Proposed Project is located in a highly sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe does not believe that the proposed mitigation measures in the DEIR fully address the sensitivity of the Project area, nor do they adequately avoid or mitigate impacts to cultural resources. As a result, the Tribe believes that the DEIR is insufficient as drafted and must be amended to appropriately avoid and/or mitigate such impacts. Amendments to the cultural resources impacts must be done in consultation with the Pechanga Tribe, which has significant information which is unavailable to the City or its consultant.

Response to Pechanga Comment 4

The City does not agree with the Tribe's assertion that the recommended mitigation measures are inadequate. Page 4.5-12 of the DEIR states that 10 historical/archaeological sites were recorded in the project area and all 10 sites were dated to the historic period with no previously identified prehistoric (Native American) sites. The DEIR identifies three mitigation measures to address potential impacts to cultural resources that could be discovered during project development. These measures will mitigate potential impacts to a less than significant level. These mitigation measures require monitoring by a qualified archaeologist and paleontologist, reporting, and curation of any artifacts (archaeological or paleontological) collected during project grading, contacting a Native American observer if prehistoric resources are identified, and ensure proper treatment of uncovered human remains in accordance with state code.

No new environmental issues have been raised by this comment and no modification of the DEIR is required.

Pechanga Comment 5

The Tribe is also concerned with the lack of Native American consultation for this Project. No contact was made with the Native American Heritage Commission to identify whether sacred sites were located in or around the project. Nor was any consultation attempted with Native American Tribes other than general public notices. As discuss below, tribes have information that, due to sensitivity and specific tribal policies, cannot necessarily be made public and to which archaeologists are not privy. Early consultation with tribes ensures that concerns about potential projects and impacts to significant and important cultural resources are addressed in a sensitive and meaningful manner. Relying solely on the archaeological consultant for information without contacting a professional tribal consultant regarding *their* ancestors and

their history does not fulfill the spirit of consultation under CEQA nor does it acknowledge that tribes themselves know specific information about the land, its past history and uses and, more importantly, its ancestors that is vital in the planning process.

Response to Pechanga Comment 5

As noted above in the Response to Pechanga Comment 2, the proposed project does not meet the requirements of SB 18 with respect to government to government consultation. SB 18 is applicable to general plan or specific plan amendments, new general plans, and specific plans. The proposed project does not entail amendment of the City's General Plan; thus, the provisions of SB 18 are not applicable to the project and no consultation is necessary. The comment did not raise any new environmental issue not already addressed in the DEIR.

Pechanga Comment 6

The Tribe does not agree with the recommendations as provided in the archaeological study and the DEIR mitigation measures. According to these two documents, no cultural resources were identified during the field walkover. While the Tribe understands that there may not be surface cultural resources, the Project area is likely to contain subsurface cultural resources/inadvertent discoveries. The identification of surface artifacts should not be the only factor in the determination of resource impacts. As stated above, the Tribe knows the region containing the proposed Project to be culturally sensitive with potentially significant subsurface resources, which is supported by the identification within two miles of the Project two Village Complexes, San Luis Rey-style *tóota yixélval*, sacred and ceremonial areas as well as the physical location of the Project. The Tribe believes that any impacts to cultural sites within this area will be a great loss to tribal and scientific knowledge. Additionally, as stated in the archaeological study⁵, an old trail is recorded as running through the western portion of the Project. The Tribe emphasizes that historic trails generally followed existing, older, Native American trails. This further solidifies the Tribe's knowledge that this area was extensively used by their ancestors and that the potential for subsurface resources is high.

Habitation sites and Village Complexes are of utmost importance to the Tribe because they are the last physical remains of where the ancestors lived. They contain information and data that are reflective of every aspect of tribal culture. It is well known that native village and habitation complexes enveloped large areas of land, sometimes several square miles. The Tribe understands that, for various reasons, Cultural Resource Management (CRM) work is often limited to the proposed project with no resources expended for a regional analysis. However, in order to understand the full impacts of the Project on cultural resources, the adjacent resources must be taken into account from not only a scientific archaeological perspective but from a cultural one as well. The Tribe asserts that any analysis of impacts to cultural resources for this Project area must necessarily include all village complexes, even if such complexes exist adjacent to or nearby the Project area.

The Tribe has observed over the last few decades a shift in archaeological practices which looks at cultural resources on an individual scale and on a project-by-project basis. This piecemeal assessment is problematic at best and belies the fact that many of these sites comprise much larger complexes, and further results in evaluations of the sites as not being significant. As a consequence of this approach, very little regional or settlement pattern research is conducted in the Riverside County area to connect the dots and has resulted in the systematic destruction of villages and habitation areas.

The Tribe believes that division of sites and features into separate sites necessarily takes away from the significance of the sites themselves because they are analyzed by only looking at the particulars of that site/feature while missing the relationship to the other sites/features in the vicinity as well as the topography, geography, plant resources and waterways. A particular feature may be part of a significant village or habitation area, but one would never know that if only the feature was analyzed by itself. The Tribe believes that taking a regional analysis would show that there is a high potential for subsurface resources to be found during grading or ground-disturbing activities for this Project.

With regard to this Project, the Tribe believes that the lack of research, tribal consultation and requirement for professional archaeological and tribal monitoring on the Perris Valley floor has resulted in the determination that this area was minimally used prehistorically. The tendency for archaeologists to write off this area based upon surface evidence has most assuredly resulted in the dismissal and destruction of subsurface sites. Like surface resources such as milling outcrops and lithic scatters, the Tribe views subsurface resources as important and which often provides better information about the larger village complex which can aide in the analysis of that complex and surrounding area. The Tribe contends this culturally sensitive portion of the Perris Valley floor is connected to the larger network of extensively used habitation, ceremonial and subsistence areas that extends for many miles in every direction of the Project.

Response to Pechanga Comment 6

The identification of surface artifacts was not the only factor used in determining resource impacts, as stated in the DEIR (page 4.5-12) and the historical/archaeological report (pages 6 and 7) and adequate mitigation was incorporated into the DEIR to ensure no significant impacts to unknown buried resources result from project development. The comment did not raise any new environmental issue not already addressed in the DEIR.

Pechanga Comment 7

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

The proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians. The Pechanga Band is not opposed to this Project. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe requests to be involved and participate with the City of Perris in assuring that an adequate environmental assessment is completed, and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that professional Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any additional archeological excavations performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Application/Developer and the Pechanga Tribe.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

Response to Pechanga Comment 7

The City is duly concerned with the proper and lawful treatment of cultural resources and has proposed mitigation measures to ensure no significant impacts to unknown cultural resources, including human remains, occur as a result from project development. As previously stated, the City will continue to include the Tribe in the review process by providing responses to comments received on the DEIR and providing notices of upcoming public hearings on the project. No other consultations are required by law for this type of project.

Mitigation measures **MM Cultural 1** and **MM Cultural 3**, as set forth in the DEIR, make provisions for the inadvertent discovery of cultural resources, including human remains, and how they are treated. Also, the City is not responsible for deciding the “most likely descendant” and the proposed mitigation measures require the procedure identified in the comment. The project complies with provisions of Section 15064.5 of the *CEQA Guidelines*. Further, there is no requirement for the development of an agreement for the treatment and disposing of cultural resources in Section 15064.5. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

Pechanga Comment 8

PROJECT MITIGATION MEASURES

The Tribe believes that the proposed mitigation measures as posed are not sufficient, given the sensitivity of the area. Although the mitigation measures allow for an archaeological monitor and address procedures for inadvertent finds and human remains, the Tribe is concerned with the lack of a requirement for tribal monitor professionals. While the Tribe understands that the Property has been subjected to previous disturbances, as the project site lies within such a culturally-sensitive area, the Tribe believes that the possibility exists for the recovery of subsurface resources during earthmoving activities. As stated above, it is imperative that both archaeological and professional tribal monitors be present during all earthmoving activities.

As such, the Tribe requests the following changes and additions to the proposed mitigation measures for this Project (deletions are noted by strikethroughs and additions by underlines).

MM Cultural 2: At least 30 days prior to beginning project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Perris and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitor professionals during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors by the Developer; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

MM Cultural 3: In accordance with the agreement required in MM Cultural 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Professional tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

MM Cultural 4: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

Response to Pechanga Comment 8

As discussed in previous responses, the City does not agree with the Tribe's assertion that the mitigation measures proposed in the DEIR are insufficient or in violation of CEQA. No new environmental issues have been raised by this comment and no modification of the DEIR is required.

COPIES OF COMMENT LETTERS



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND



26 Apr 10

MEMORANDUM FOR CITY OF PERRIS

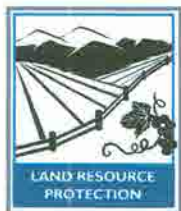
ATTN: DIANE SBARDELLATI, ASSOCIATE PLANNER
DEVELOPMENT SERVICE DEPARTMENT, PLANNING DIVISION
135 NORTH D STREET
PERRIS, CA 92570-2200

FROM: 452 Mission Support Group/ Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92516-2166

SUBJECT: Draft EIR (SCH NO. 2008111080)

1. The March Air Reserve Base (MARB) review of the proposal to construct and operate approximately 1,191,080 square feet of distribution center uses and all supporting improvements located North of Rider Street, South of the MWD Channel, East of Webster Avenue and West of Indian Avenue is provided with this memorandum.
2. This development is consistent with compatible land use and March Air Reserve Base (MARB) mission operations at the proposed location. The site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics.
3. Thank you for the opportunity to review and comment on this proposed development. If you have any further questions please contact Mr. Jack Porter Jr. at (951) 655-2115.

Richard E. Eunice
RICHARD E. EUNICE, P.E.
BASE CIVIL ENGINEER



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

May 18, 2010

VIA FACSIMILE (951) 943-8379

Ms. Diane Sbardellati, Associate Planner
City of Perris Planning Division
135 North D Street
Perris, CA 92570

Subject: DEIR for the (Rados Distribution Center) Zone Change 07-0117,
Development Plan Review 07-0119 and Agricultural Diminishment 07-
0118 - SCH# 2008111080

Dear Ms. Sbardellati:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Zone Change 07-0117, Development Plan Review 07-0119 and Agricultural Diminishment 07-0118 DEIR for the Rados Distribution Center. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

Project Description:

The proposed project is for the construction of the Rados Distribution Center in the City of Perris, east of Interstate 215. The proposed project is a 1,191,080 square foot distribution center on 61.63 acres, with approximately 720 standard parking spaces, 13 handicapped parking spaces, and 353 trailer parking spaces. The site is currently designated Light Industrial per the City of Perris General Plan. The project also proposes a Zone Change (07-0117) from A1 (Light Agriculture) to LI (Light Industrial), which will make the project consistent with the current General Plan. An Agricultural Diminishment (07-0118) is also required and proposes to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

The project site consists of mainly leveled farmland, part of which was previously a sod farm. The project site is currently leased to a farmer who plants winter wheat and plows the weeds year round. Per the DEIR, development of the proposed project will convert approximately 58 acres of Prime Farmland and approximately six acres of Farmland of Local Importance into non-agricultural land uses.

Ms. Diane Sbardellati
May 18, 2010
Page 2 of 3

Division Comments:

After a review of the Agricultural Resources Section, the Division can find no mention of why partial mitigation was not considered for this project. The DEIR states that *"... although existing agricultural land within the City of Perris Planning Area 3 has not yet been formally committed to non-agricultural use through formal approval of development applications, it has all been designated for urban density land uses by the City of Perris General Plan."* The DEIR also states that no mitigation is necessary because there is none available to reduce or eliminate impacts. In fact, mitigation for this loss of Prime and Farmland of Local Importance may be available, and is further discussed below.

Was a mitigation requirement plan considered as part of the adopted General Plan? If not, then the City should consider requiring mitigation at the specific project development stage. This project not only impacts Prime Farmland and Farmland of Local Importance, but also has indirect impacts on nearby Williamson Act contracts by creating development pressure in their vicinity.

The LESA report prepared by Albert A. Webb Associates concluded that this project would be considered a Significant Impact, yet no mitigations are being required for its development. The Division strongly recommends that the City review its options for agricultural mitigations to partially offset the identified impacts to agricultural land.

Mitigation Measures

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, feasible mitigation measures must be considered.

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost agricultural land be increased. Mitigation for the loss of Prime Farmland is suggested at a 2:1 ratio due to its importance in the State of California. Conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Ms. Diane Sbardellati
May 18, 2010
Page 3 of 3

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence the search for replacement lands may be conducted regionally or statewide, and need not be limited strictly to lands within the project's surrounding area.

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number at the conclusion of this letter. Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Thank you for giving us the opportunity to comment on the DEIR for the Zone Change 07-0117, Development Plan Review 07-0119 and Agricultural Diminishment 07-0118 for the Rados Distribution Center. Please provide this Department with the date of any hearings for this particular action, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,



Dan Otis
Program Manager
Williamson Act Program

cc: State Clearinghouse



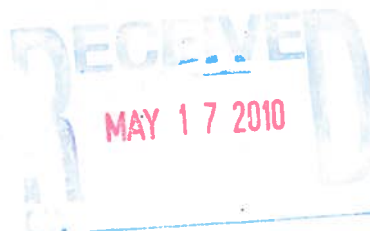
Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

May 17, 2010



Ms. Diane Sbardellati
City of Perris Planning Division
135 North "D" Street
Perris, California 92570

NOTICE OF COMPLETION & ENVIRONMENTAL IMPACT REPORT (EIR) FOR ZONE CHANGE 07-0117 (SCH# 208111080)

Dear Ms. Sbardellati:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The proposed project is an approximately 1,191,080 square foot distribution center on approximately 61.63 gross acres. The project also includes approximately 720 standard, 13 handicapped and 353 trailer parking spaces. The MWD property to the north would be leased for use as overflow parking".

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S. EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified,

proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 9) For future CEQA documents, please provide the email address of the person to whom comments should be sent.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Al Shami', with a stylized flourish at the end.

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA#2868



STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNITARNOLD SCHWARZENEGGER
GOVERNORCYNTHIA BRYANT
DIRECTOR

May 17, 2010

Diane Sbardellati
City of Perris Planning Division, Dev. Services Dept.
135 North D Street
Perris, CA 92570-1998Subject: Zone Change 07-0117, Development Plan Review 07-0119 and Agricultural Diminishment 07-0118
SCH#: 2008111080

Dear Diane Sbardellati:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 12, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

Enclosures

cc: Resources Agency

SCH# 2008111080
Project Title Zone Change 07-0117, Development Plan Review 07-0119 and Agricultural Diminishment 07-0118
Lead Agency Perris, City of

Type EIR Draft EIR
Description The proposed project is an approximately 1,191,080 square foot distribution center on approximately 61.63 gross acres. The project also includes approximately 720 standard, 13 handicapped and 353 trailer parking spaces. The MWD property to the north would be leased for use as overflow truck parking.

Lead Agency Contact

Name Diane Sbardellati
Agency City of Perris Planning Division, Dev. Services Dept.
Phone (951) 943-5003 x 252 **Fax**
email
Address 135 North D Street
City Perris **State** CA **Zip** 92570-1998

Project Location

County Riverside
City Perris
Region
Lat / Long 33° 50' 27" N / 117° 13' 04" W
Cross Streets Northeast corner of Rider Street and Webster Avenue
Parcel No. 303-050-002, 003
Township 4S **Range** 3W **Section** 7 **Base** SBB&M

Proximity to:

Highways 215
Airports March Air Reserve Base
Railways BNSF
Waterways Lake Perris
Schools Val Verde E.S., Triple Crown E.S., May Ranch E.S., Val Verde High
Land Use PLU: Vacant land in agricultural use
 Z: A1 (Light Agriculture)
 GPD: LI (Light Industrial)

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Geologic/Seismic; Growth Inducing; Landuse; Noise; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 03/29/2010 **Start of Review** 03/29/2010 **End of Review** 05/12/2010

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

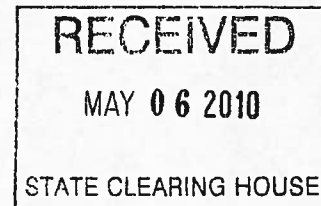
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



May 5, 2010

Clear
5.12.10
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Ms. Diane Sbardellati, Associate Planner

CITY OF PERRIS

135 "D" Street
Perris, CA 92570

Re: SCH#2008111080 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Distribution Center Project located on 61-acres with approximately one million square feet of floor space; City of Perris; Riverside County, California

Dear Ms. Sbardellati:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson* (1985) 170 Cal App. 3rd 604). The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources were not identified within the APE, as previously described. Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] *et seq.*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

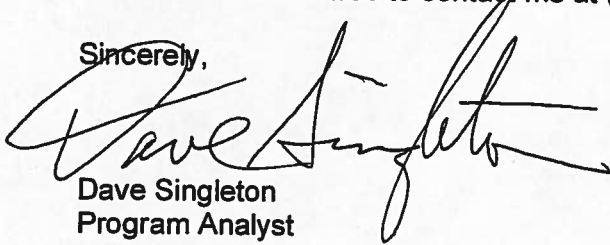
Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or

medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Singleton", with a stylized, flowing script.

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

STATE OF CALIFORNIAArnold Schwarzenegger, Governor**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net



May 5, 2010

Ms. Diane Sbardellati, Associate Planner

CITY OF PERRIS

135 "D" Street
Perris, CA 92570

Re: SCH#2008111080 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Distribution Center Project located on 61-acres with approximately one million square feet of floor space; City of Perris; Riverside County, California

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The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources **were not identified** within the APE, as previously described. Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f] *et seq.*), 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes*.

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of 'historic properties of religious and cultural significance' may also be protected under Section 304 of the NHPA or at the Secretary of the Interior's discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C. 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

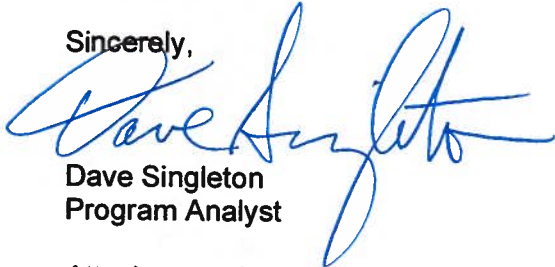
Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or

medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

May 5, 2010
Riverside County

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477 Luiseno
Temecula , CA 92593
pmacarro@pechanga-nsn.
(951) 308-9295 Ext 8106
(951) 676-2768
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 609 Cahuilla
Hemet , CA 92546
srtribaloffice@aol.com
(951) 658-5311
(951) 658-6733 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
mcontreras@monongo-nsn.
(951) 755-5025
(951) 201-1866 - cell
(951) 922-0105 Fax

Kupa Cultural Center (Pala Band)
Shasta Gaughen, Assistant Director
35008 Pala-Temecula Rd. PMB Box Luiseno
Pala , CA 92059
cupa@palatribe.com
(760) 891-3590
(760) 742-4543 - FAX

Pechanga Band of Mission Indians
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P.O. Box 1477 Luiseno
Temecula , CA 92593
tbrown@pechanga-nsn.gov
(951) 676-2768
(951) 695-1778 Fax

Willie J. Pink
48310 Pechanga Road Luiseno
Temecula , CA 92592
wjpink@hotmail.com
(909) 936-1216
Prefers e-mail contact

Cahuilla Band of Indians
Luther Salgado, Sr., , Chairperson
PO Box 391760 Cahuilla
Anza , CA 92539
tribalcouncil@cahuilla.net
915-763-5549

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008111080; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the proposed Distribution Center of over one million square feet on approx. 61-acres; located in the City of Perris; Riverside County, California

May 5, 2010
Riverside County

Anna Hoover, Cultural Analyst
Pechanga Cultural Resources Department
P.O. Box 2183 Luiseño
Temecula , CA 92593
(951)-770-8104
(951) 694-0446 - FAX
ahoover@pechanga-nsn.gov

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning , CA 92220 Cahuilla
siva@dishmail.com
(951) 849-4676

Joseph Ontiveros, Cultural Resource Department
SOBOBA BAND OF LUISENO INDIANS
P.O. BOX 487 Luiseno
San Jacinto , CA 92581
(951) 654-5544, ext 4137
(951) 663-5279
jontiveros@soboba-msn.gov

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2008111080; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the proposed Distribution Center of over one million square feet on approx. 61-acres; located in the City of Perris; Riverside County, California

The logo for the Riverside County Transportation Commission (RCTC) features the letters "RCTC" in a bold, white, sans-serif font, centered within a blue oval. The oval is set against a background of blue and white geometric shapes, including a large blue triangle pointing upwards and to the right, and a smaller white triangle pointing downwards and to the right.

Riverside County Transportation Commission

May 6, 2010

Ms. Diane Sbardellati
City of Perris
135 North "D" Street
Perris, California 92570

Subject: Rados Distribution Center Draft Environmental Impact Report -
SCH No. 2008111080

Dear Ms. Sbardellati,

Thank you for providing the Riverside County Transportation Commission (RCTC) with the opportunity to review and comment on the Rados Distribution Center Draft Environmental Impact Report (EIR). We have identified several issues regarding the proposed project and accompanying environmental analysis relative to the proposed Mid County Parkway (MCP) project. Our review is pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000 et seq. [State CEQA Guidelines]). RCTC wishes to work cooperatively with the City of Perris (City) to ensure that these concerns are addressed, and submits this comment letter with that goal in mind.

The RCTC, the California Department of Transportation, and the Federal Highway Administration propose to improve west-east transportation in western Riverside County by constructing a new freeway, known as the MCP. In November 2004 and July 2007, RCTC circulated a Notice of Preparation and Supplemental Notice of Preparation, respectively, for the MCP project. Additionally, in October 2008, RCTC circulated a Draft EIR/Environmental Impact Statement (EIS) for two No-Build and five Build alternatives with design variations for a 32 mile freeway through the cities of Corona, Perris, and San Jacinto. Subsequently after public review of the Draft EIR/EIS, in response to public concern and the need to focus transportation funding where the need is the greatest for regional transportation, the RCTC Board formally took action to refocus the MCP project limits between I-215 and SR-79 through the cities of Perris and San Jacinto. While the RCTC board modified the project limits for the MCP project, the alignments for the Build Alternatives east of I-215 will generally be the same. Therefore, the effects of the MCP Build Alternatives (Alternatives 4, 5, and 9) east of I-215, should be considered in the Rados Draft EIR.

CEQA requires that a reasonable analysis of the significant cumulative impacts of a proposed project be prepared (Public Resources code Section 21083(b); State CEQA Guidelines Section 15064(h)). While the Rados Distribution Center Draft EIR includes a "list" approach to the cumulative projects analysis, the proposed MCP project is not identified as a cumulative project. The MCP project should be identified and discussed in the discussion of cumulative impacts that considers "past, recent, and probable future projects producing related or

cumulative impacts, including, if necessary those projects outside the control of the agency..." (CEQA Guidelines Section 15130 (b) (1)(A)). The Rados Distribution Center Draft EIR should consider the cumulative impacts associated with MCP Build Alternatives 4, 5, and 9 east of I-215.

The CEQA Guidelines [(Section 15130(b)(5)] also state that "a reasonable analysis of the cumulative impacts of the relevant project" be included, and that the EIR "shall examine reasonable, feasible options for mitigating or avoiding the project contribution to any significant cumulative effects." Inasmuch as the cumulative analysis in the Rados Draft EIR excludes the MCP project as a reasonably foreseeable project, an adequate analysis of potential significant cumulative effects has not been provided and the opportunity to identify mitigation or alternatives that would avoid or reduce significant impacts has not been explored. RCTC urges the City to diligently consider and include an analysis of cumulative environmental effects that incorporates the MCP project.

Lastly, while the proposed Rados Distribution Center would not be directly impacted by the proposed MCP Alternatives 4 and 9 east of I-215, Alternative 5, if selected, would bisect the project site and directly impact the proposed Rados Distribution Center project site. The RCTC Board has not selected a Preferred Alternative for the modified project limits. Relevant information, including the Draft EIR/EIS for the MCP project, is available online at www.midcountyparkway.org. RCTC is currently revising and updating technical studies with the new project limits for the MCP project and plans to circulate a Recirculated Draft EIR/Supplemental Draft EIS in 2011.

Thank you for this opportunity to comment on the proposed Rados Distribution Center Draft EIR. RCTC staff would be pleased to meet with City and applicant representatives to further review our comments and concerns.

Sincerely,

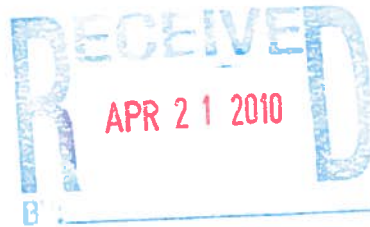


Cathy Bechtel
Project Development Director
Riverside County Transportation Commission

Cc: G. Quintero, M. Massman and S. Keel (Bechtel)

**Riverside Transit Agency**

1825 Third Street
P.O. Box 59968
Riverside, CA 92517-1968
Phone: (951) 565-5000
Fax: (951) 565-5001



April 19, 2010

Diane Sbardellate
Planning Division
City of Perris
135 N. D St.
Perris, CA 92570-2200

Dear Ms. Sbardellate,

As requested, we have reviewed the Notice of EIR you submitted for the Rados Distribution Center. As such, here are our findings/suggestions:

Although RTA does not currently have transit service to this site, given the scope of the project and the planned inclusions in it, we recommend that possible future public transportation should be an element included as the project progresses. This would include identifying potential bus stops, possible inclusion of bus stop amenities (e.g. shelters, benches) and assuring the streets are constructed to accommodate buses should bus service be added. Please also note that public transit can serve as a mitigation measure to decrease vehicle traffic.

Please do not hesitate to contact me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Richardson". The signature is fluid and cursive, with the first name being more prominent.

Scott Richardson
Planning and Program Manager
Riverside Transit Agency

Phone: 951-565-5250
Fax: 951-565-5251



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

EMAILED: May 11, 2010

May 11, 2010

Ms. Diane Sbardellati
Planning Division
City of Perris
135 North D Street
Perris, CA 92570-2200

Review of the Draft Environmental Impact Report (Draft EIR) for the Rados Distribution Center Project

The South Coast Air Quality Management District (AQMD) staff appreciates the opportunity to comment on the above-mentioned document, including with an extended review period. The following comments are meant as guidance for the lead agency and should be incorporated into the Final Environmental Impact Report (Final EIR) as appropriate.

Truck Trip Rates

AQMD staff is concerned that the air quality impacts reported in the Draft EIR may be underestimated. Specifically, the lead agency states in Table 4.12-G that there will be no more than 384 heavy duty truck trips per day at this facility. This equates to 192 trucks visiting the facility per day. This low number of truck trips is surprising given the large number of proposed loading docks (254 docks) and truck parking stalls (353) [App. C, page 1]. Based on these figures, over two-thirds of the loading docks and truck parking stalls will remain idle from heavy duty truck activity on a daily basis [$192 / (254 + 353) = 0.32$]. Based on information presented in the Draft EIR, this presumed level of inactivity does not seem reasonable for a project designed to serve as a major distribution center serving regional interests.

The lead agency uses this low truck trip rate in the Draft EIR to determine that operational air quality impacts will not expose sensitive receptors to significant pollutant concentrations, including a nearby school. AQMD staff therefore recommends that further justification be presented in the Final EIR for the minimal truck use projected at this distribution center. If the lead agency determines that additional trucks may use this facility, impacts from this increased use should be presented in either a Recirculated Draft EIR or the Final EIR. If the lead agency determines that the truck trip rate specified in the Draft EIR is appropriate, enforceable conditions should be placed in the Final EIR that limit the number of heavy duty trucks visiting the facility to 192 per day or less.

Modeling Analysis

AQMD staff is also concerned that the modeling analysis does not accurately portray project emissions. Revisions to the modeling should be included in the Recirculated Draft EIR or Final EIR based on the following:

- The LST air quality analysis presented in the Draft EIR does not account for truck travel between the proposed facility and the closest major traffic corridors. Truck travel routes may run adjacent to nearby sensitive receptors such as schools or residences. AQMD staff recommends that the lead agency clearly specify truck routes between this facility and nearby transportation corridors, and the air quality impacts from trucks traveling along these arterial roads in the Recirculated Draft EIR or Final EIR.
- Air quality modeling of facility operations in the Draft EIR uses emission rates derived from URBEMIS outputs for operational truck activity offsite as input for AERMOD emission rates for truck activity onsite. This emission rate is inappropriate for AERMOD use as it is based on trucks traveling on roadways, and does not account for truck travel or idling activities onsite. Site specific emission factors should be calculated based on assumed onsite travel distances and up to 15 minutes of idling activity per truck visit. This emission rate should then be used in the AERMOD modeling analysis.
- For NO_x emissions, the release height of source SLINE1 varies from 14.01 feet to 7.45 feet. AQMD staff recommends that an explanation of this reduction in release height should be presented in the Final EIR, or the release height should remain constant in the final modeling analysis.
- In the Health Risk Assessment (HRA) Diesel Particulate Matter (DPM) modeling file, 10 of the 19 roadway line sources modeled have emission rates of zero grams per second (SLINE 1, 2, 3, 4, 5, 6, 8, 9, 10, 15). AQMD staff recommends that the lead agency revise the analysis to include these roadway segments in the HRA, especially those near sensitive receptors.

Mitigation Measures

Lastly, given the project's potential exposure of sensitive receptors surrounding the project site to diesel emissions, AQMD staff recommends that the lead agency consult the Western Riverside Council of Governments *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*.¹ Consistent with this guidance, AQMD staff recommends adding the following mitigation measures to minimize potentially significant air quality impacts from the operational phase of the project, if feasible:

- ❖ Restrict operation to “clean” trucks, such as a 2007 or newer model year or 2010 compliant vehicle;

¹ Available here: <http://www.wrcog.cog.ca.us/downloads/Good+Neighbor+Policies+Final-091205.pdf>

- ❖ Avoid siting new sensitive land uses within 1,000 feet of the warehouse/distribution center;
- ❖ Design the warehouse/distribution center such that entrances and exits discourage trucks from traversing past neighbors or other sensitive receptors;
- ❖ Develop, adopt and enforce truck routes both in an out of city and in and out of facilities;
- ❖ Have truck routes clearly marked with trailblazer signs, so trucks will not enter residential areas;
- ❖ Identify or develop secure locations outside of residential neighborhoods where truckers that live in the community can park their truck, such as a Park & Ride;
- ❖ Re-route truck traffic by adding direct off-ramps for the truck or by restricting truck traffic on certain sensitive routes;
- ❖ Require or provide incentives for particulate traps that meet CARB certified level 3 requirements;
- ❖ Electrify service equipment at facility;
- ❖ Improve traffic flow by signal synchronization; and
- ❖ Conduct air quality monitoring at sensitive receptors.

AQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Ian MacMillan, Program Supervisor CEQA Section, at (909) 396-3244, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan
Program Supervisor – CEQA Inter-Governmental Review

Attachment

IM:GM
RVC100324-01
Control Number



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

May 7, 2010

VIA E-Mail and USPS

Ms. Diane Sbardellati
Associate Planner
City of Perris Planning Division
135 N. D Street
Perris, CA 92570-2200

Re: Pechanga Tribe Comments on the Draft Environmental Impact Report (DEIR) for the Rados Distribution Center Project, DPR 07-0119, AD 07-0118, ZC 07-0117, City of Perris

Dear Ms. Sbardellati:

The Pechanga Band of Luiseño Indians, a federally recognized Indian tribe and sovereign government, (hereinafter, "the Tribe") has received the above referenced DEIR, and submits this comment letter on the above listed Project.

The Tribe officially requests involvement in this Project pursuant to Public Resources Code §21092.2, including notification and involvement in the entire CEQA environmental review process for the duration of the above referenced Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project and requests that these comments be made part of the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scearce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

Pechanga Comment Letter to the City of Perris

Re: Pechanga Tribe Comments on a NOA for the DEIR for the Rados Distribution Center

May 7, 2010

Page 2

THE CITY OF PERRIS MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the City of Perris consult with the Tribe in order to guarantee adequate knowledge to appropriately evaluate the project effects, as well as generating adequate mitigation measures.

PECHANGA CULTURAL AFFILIATION TO THE PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of the Tribe's aboriginal territory, as evidenced by the existence of Luiseño place names, rock art, pictographs, petroglyphs, a village complex (*Qaxáalku*) and an extensive Luiseño artifact record in the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated specifically with the Pechanga Band of Luiseño Indians because of the Tribe's specific cultural ties to this area. The Tribe considers any resources located on this Project property to be Pechanga cultural resources.

D. L. True, C. W. Meighan, and Harvey Crew³ stated that the California archaeologist is blessed "with the fact that the nineteenth-century Indians of the state were direct descendents of many of the Indians recovered archaeologically, living lives not unlike those of their ancestors." Similarly, the Tribe knows that their ancestors lived on this land and that the Luiseño peoples still live in their traditional lands. The Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Many anthropologists and historians who have presented boundaries of the Luiseño traditional territory have included the Project area in their descriptions (Drucker 1937; Heiser and Whipple 1957; Kroeber 1925; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While we agree that anthropological and linguistic theories as well as historic accounts are important in determining

¹ See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments and Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments.

² See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352, 65352.3 and 65352.4

³ D. L. True, C. W. Meighan, and Harvey Crew. Archaeological Investigations at Molpa, San Diego County, California, *University of California Press* 1974 Vol. 11, 1-176

Pechanga Cultural Resources • Temecula Band of Luiseño Mission Indians
Post Office Box 2183 • Temecula, CA 92592

Pechanga Comment Letter to the City of Perris

Re: Pechanga Tribe Comments on a NOA for the DEIR for the Rados Distribution Center

May 7, 2010

Page 3

traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts and oral traditions.

Luiseño history originates with the creation of all things at '*éxva Teméeku*, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at '*éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Montivol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Project area is located within the central area of this culturally affiliated territory. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain

Pechanga Comment Letter to the City of Perris

Re: Pechanga Tribe Comments on a NOA for the DEIR for the Rados Distribution Center

May 7, 2010

Page 4

and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

This Project property is located approximately one mile to the east of one of the densest Luiseño village complexes known as *Qaxáalku*. The etymology of the Spanish word Cajalco derives from the Luiseño word for "place of quail." The suffix "ku" is considered a more archaic form of the suffix "anga," which means place of (as in Pechanga...place of dripping water). Throughout the region containing *Qaxáalku* there are still quail but almost as important are the *kukúulam*, or burrowing owl, that once lived there in large numbers. The areas separated by low-lying bedrock boulders provide an ideal habitat for the owls. J.P. Harrington's/Pechanga informant Celestine Ahuayo relates: "*the (that type of) area was known as kukúulam pomkí, which means where the ground owl houses.*" *Kukúul*/burrowing owl is important for the Luiseño because of his status in our Creation Story. Father Boscana wrote of the burrowing owl's role in the Story: '*It was determined by (the lower animals) that Father Wuyóot should received his death by means of poison. Kukúulmal (the small burrowing owl) perceived this and immediately gave the information to Wuyóot.*' Eventually, *Wuyóot* did succumb to poison but the burrowing owl gained a distinction in our Luiseño songs as a good messenger. The *Payómkawichum* (Luiseño people) would have revered the area where this "good apostle" lived by living there as well.

Within the *Qaxáalku* complex, there are at least seven (7) recorded cupule boulders and many others with painted markings (pictographs). Additionally, beyond the numerous bedrock mortars and slicks, are four (4) ancestral quartz quarries. Quartz points were important to the *Payómkawichum* because it is taught that *Suukat* (deer), who gave his life for the starving People in our Creation Story, could only be taken by a point made of quartz.

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The Project area, located on the floor of Perris Valley, is surrounded by culturally sensitive features. As stated above, to the northwest and southwest is the *Qaxáalku* complex; to the south is the San Jacinto River and to the east is Lake Perris and known sacred and ceremonial sites. Further, our oral traditions state that there were trade and transportation routes that passed through this area. In relation to documented archaeological studies, the Project is located to the immediate south of March Air Reserve Base (MARB). The Tribe has been designated as the affiliated Tribe by LSA Associates for the March Joint Powers Authority and the MARB (Schroth 1999). Our songs and stories, as well as academic works and recorded archaeological/cultural sites, demonstrate that the Luiseño people who occupied the Project area are ancestors of the present-day Pechanga Band of Luiseño Indians, and as such, Pechanga is the appropriate culturally affiliated tribe for projects that impact this geographic area.

The Tribe welcomes the opportunity to meet with the City to further explain and provide documentation concerning our specific cultural affiliation to lands associated with this Project.

PROJECT IMPACTS TO CULTURAL RESOURCES

To date, the Tribe has received the Archaeological Survey Report⁴ and the Draft Environmental Impact Report (DEIR). The Proposed Project is located in a highly sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe does not believe that the proposed mitigation measures in the DEIR fully address the sensitivity of the Project area, nor do they adequately avoid or mitigate impacts to cultural resources. As a result, the Tribe believes that the DEIR is insufficient as drafted and must be amended to appropriately avoid and/or mitigate such impacts. Amendments to the cultural resources impacts must be done in consultation with the Pechanga Tribe, which has significant information which is unavailable to the City or its consultant.

The Tribe is also concerned with the lack of Native American consultation for this Project. No contact was made with the Native American Heritage Commission to identify whether sacred sites were located in or around the project. Nor was any consultation attempted with Native American Tribes other than general public notices. As discuss below, tribes have information that, due to sensitivity and specific tribal policies, cannot necessarily be made public and to which archaeologists are not privy. Early consultation with tribes ensures that concerns about potential projects and impacts to significant and important cultural resources are addressed in a sensitive and meaningful manner. Relying solely on the archaeological consultant for information without contacting a professional tribal consultant regarding *their* ancestors and

⁴ Appendix E - Historical/Archaeological Resources Survey Report, Rados-Perris Distribution Center, Assessors Parcel Number 303-050-002, In the City of Perris, Riverside County, California. CRM Tech#1821A/2416, Tang, Bai "Tom" and Michael Hogan, Revised January 15, 2010

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their history does not fulfill the spirit of consultation under CEQA nor does it acknowledge that tribes themselves know specific information about the land, its past history and uses and, more importantly, its ancestors that is vital in the planning process.

The Tribe does not agree with the recommendations as provided in the archaeological study and the DEIR mitigation measures. According to these two documents, no cultural resources were identified during the field walkover. While the Tribe understands that there may not be surface cultural resources, the Project area is likely to contain subsurface cultural resources/inadvertent discoveries. The identification of surface artifacts should not be the only factor in the determination of resource impacts. As stated above, the Tribe knows the region containing the proposed Project to be culturally sensitive with potentially significant subsurface resources, which is supported by the identification within two miles of the Project two Village Complexes, San Luis Rey-style *tóota yixelval*, sacred and ceremonial areas as well as the physical location of the Project. The Tribe believes that any impacts to cultural sites within this area will be a great loss to tribal and scientific knowledge. Additionally, as stated in the archaeological study⁵, an old trail is recorded as running through the western portion of the Project. The Tribe emphasizes that historic trails generally followed existing, older, Native American trails. This further solidifies the Tribe's knowledge that this area was extensively used by their ancestors and that the potential for subsurface resources is high.

Habitation sites and Village Complexes are of utmost importance to the Tribe because they are the last physical remains of where the ancestors lived. They contain information and data that are reflective of every aspect of tribal culture. It is well known that native village and habitation complexes enveloped large areas of land, sometimes several square miles. The Tribe understands that, for various reasons, Cultural Resource Management (CRM) work is often limited to the proposed project with no resources expended for a regional analysis. However, in order to understand the full impacts of the Project on cultural resources, the adjacent resources must be taken into account from not only a scientific archaeological perspective but from a cultural one as well. The Tribe asserts that any analysis of impacts to cultural resources for this Project area must necessarily include all village complexes, even if such complexes exist adjacent to or nearby the Project area.

The Tribe has observed over the last few decades a shift in archaeological practices which looks at cultural resources on an individual scale and on a project-by-project basis. This piecemeal assessment is problematic at best and belies the fact that many of these sites comprise much larger complexes, and further results in evaluations of the sites as not being significant. As a consequence of this approach, very little regional or settlement pattern research is conducted in the Riverside County area to connect the dots and has resulted in the systematic destruction of villages and habitation areas.

⁵ Ibid, page 9 and 10

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The Tribe believes that division of sites and features into separate sites necessarily takes away from the significance of the sites themselves because they are analyzed by only looking at the particulars of that site/feature while missing the relationship to the other sites/features in the vicinity as well as the topography, geography, plant resources and waterways. A particular feature may be part of a significant village or habitation area, but one would never know that if only the feature was analyzed by itself. The Tribe believes that taking a regional analysis would show that there is a high potential for subsurface resources to be found during grading or ground-disturbing activities for this Project.

With regard to this Project, the Tribe believes that the lack of research, tribal consultation and requirement for professional archaeological and tribal monitoring on the Perris Valley floor has resulted in the determination that this area was minimally used prehistorically. The tendency for archaeologists to write off this area based upon surface evidence has most assuredly resulted in the dismissal and destruction of subsurface sites. Like surface resources such as milling outcrops and lithic scatters, the Tribe views subsurface resources as important and which often provides better information about the larger village complex which can aide in the analysis of that complex and surrounding area. The Tribe contends this culturally sensitive portion of the Perris Valley floor is connected to the larger network of extensively used habitation, ceremonial and subsistence areas that extends for many miles in every direction of the Project.

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

The proposed Project is on land that is within the traditional territory of the Pechanga Band of Luiseño Indians. The Pechanga Band is not opposed to this Project. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

The Tribe requests to be involved and participate with the City of Perris in assuring that an adequate environmental assessment is completed, and in developing all monitoring and mitigation plans and measures for the duration of the Project. In addition, given the sensitivity of the Project area, it is the position of the Pechanga Tribe that professional Pechanga tribal monitors be required to be present during all ground-disturbing activities conducted in connection with the Project, including any additional archeological excavations performed.

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of

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cultural resources be executed between the Project Application/Developer and the Pechanga Tribe.

The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Pechanga territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

PROJECT MITIGATION MEASURES

The Tribe believes that the proposed mitigation measures as posed are not sufficient, given the sensitivity of the area. Although the mitigation measures allow for an archaeological monitor and address procedures for inadvertent finds and human remains, the Tribe is concerned with the lack of a requirement for tribal monitor professionals. While the Tribe understands that the Property has been subjected to previous disturbances, as the project site lies within such a culturally-sensitive area, the Tribe believes that the possibility exists for the recovery of subsurface resources during earthmoving activities. As stated above, it is imperative that both archaeological and professional tribal monitors be present during all earthmoving activities.

As such, the Tribe requests the following changes and additions to the proposed mitigation measures for this Project (deletions are noted by strikethroughs and additions by underlines).

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MM Cultural 1: Prior to grading of the project site, the project developer shall hire a Riverside County qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. ~~If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase.~~ Any Native American resources shall be evaluated in accordance with the CEQA Guidelines, in consultation with the appropriate Native American Tribe and in accordance with their traditional beliefs. and Resources shall either be reburied at the project site or returned to the Tribe, or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist, in consultation with the appropriate Native American Tribe determines that monitoring is no longer necessary, monitoring activities can be discontinued.

MM Cultural 2: At least 30 days prior to beginning project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Perris and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitor professionals during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors by the Developer; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

MM Cultural 3: In accordance with the agreement required in MM Cultural 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Professional tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

MM Cultural 4: All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

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Sacred Is The Duty Trusted Unto Our Care And With Honor We Rise To The Need

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The Pechanga Tribe looks forward to working together with the City of Perris in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-308-9295 X8104 once you have had a chance to review these comments so that we might address the issues concerning the mitigation language. If you have any questions, please do not hesitate to contact me. Thank you for the opportunity to submit these comments.

Sincerely,



Anna M. Hoover
Cultural Analyst

Cc: Pechanga Office of the General Counsel
Brad Eckhardt, Perris Planning Manager

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

3.0 MITIGATION MONITORING AND REPORTING PROGRAM

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

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

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

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Airport Hazards				
Result in a safety hazard for people residing or working in the project area where located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport.	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to approval of street improvement plans and prior to building permits	City of Perris Public Works/ Engineering Administration Division Building Division	City to ensure that specified lighting is included.
	MM Airport 2: The following notice shall be provided to all potential purchasers and tenants: “This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”	Prior to certificate of occupancy	City of Perris Planning Division	City to confirm that proper notice has been provided.
	MM Airport 3: The following uses shall be prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may	Prior to certificate of occupancy	City of Perris Building Division	City to confirm that no proposed businesses contain any prohibited uses.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Airport Hazards				
	otherwise affect safe air navigation within the area. (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.			
	MM Airport 4: Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to March Air Reserve Base.	Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first	City of Perris Building Division Landowner MARB	Proof of aviation easement shall be provided to applicable entity

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality				
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	MM Air 1: Electricity from permanent or temporary power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions.	Prior to grading permit	City of Perris Planning Division Contractor	Contractor to show power connection for construction purposes for Planning Division approval.
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).	MM Air 2: All retail/commercial/industrial land uses shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.	Prior to building permit	City of Perris Building Division	City to confirm that this requirement appears in the building construction specifications.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/Monitoring
Air Quality				
	MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NO _x , the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	Prior to grading permit	City of Perris Public Works/ Engineering Administration Division and Planning Division	City Planning Division to confirm that the Public Works/Engineering Administration Division is satisfied with the Traffic Control Plan.
	MM Air 4: During construction, all vehicles and equipment shall be properly maintained according to manufacturers' specifications at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction.	During construction	Contractor City of Perris Planning Division	Equipment maintenance records and equipment design specification data sheets shall be kept on-site and available for review by the City or SCAQMD during construction.
	MM Air 5: The project developer shall require by contract specification that construction equipment used for construction meets or exceeds Tier 3 standards. Alternatively, all construction equipment shall be equipped with CARB-verified oxidation catalysts, diesel particulate traps or other verified or certified retrofit technologies with the greatest control efficiency for the specific category of equipment. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris prior to issuance of a grading permit.	Prior to grading permits	City of Perris Planning Division	Submittal of project construction specifications for approval.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality				
	MM Air 6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on site and off site.	Prior to grading permit and during construction	City of Perris Planning Division.	City of confirm that this requirement appears in the building construction specifications.
	MM Air 7: Construction parking shall be configured to minimize traffic interference.	Prior to grading permit and during construction	City of Perris Public Works/ Engineering Administration Division And Planning Division	City Planning Division to confirm that the Public Works/Engineering Administration Division is satisfied with the Traffic Control Plan.
	MM Air 8: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.	Prior to the issuance of building permit	City of Perris Planning Division	Construction specifications shall be included in the building specifications that assure these requirements are implemented.
	MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.	Prior to grading permit	City of Perris Planning Division	Approved dust control plan or other sufficient proof of compliance with Rule 403

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

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

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

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

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Biological Resources				
	MM Bio 3: The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Potential impacts to the SKR are mitigated on a regional basis through compliance the SKR HCP mitigation fees. To address the impacts associated with the cumulative loss of habitat for special status species, the proposed project shall be conditioned to pay the MSHCP mitigation fees as set forth under Ordinance No. 1123 and the City of Perris' Stephens' Kangaroo Rat mitigation fees as set forth under Ordinance No. 794.	Prior to the issuance of grading permits.	City of Perris Planning Division	Payment of fees.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
The project would cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the <i>CEQA Guidelines</i> .	MM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase. Any Native American resources shall be evaluated in accordance with the <i>CEQA Guidelines</i> and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.	During grading	Developer or its Contractor Qualified Archaeologist City of Perris Planning Manager and Planning Division	Project developer or its contractor shall provide the name of the archaeologist that has been requested to perform cultural resource monitoring at the project site. After the Planning Manager has approved the sections of the qualified archaeologist, the qualified archaeologist shall provide the City Planning Division with a report of the findings and recommendations.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>MM Cultural 2: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a paleontological resources monitoring and treatment plan (PRMTP) in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology, and shall include, but not be limited to the following:</p> <ol style="list-style-type: none"> 1. The excavation of areas identified as likely to contain paleontological resources shall be monitored by a full-time qualified paleontological monitor. Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. 2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. 3. Specimens shall be identified and curated, and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. 4. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources. 	Prior to grading permit	Developer or its Contractor Qualified Paleontological Monitor City of Perris Planning Division	PRMTP shall be prepared and submitted to the City Planning Division for review and approval prior to issuance of grading permits. Final monitoring and mitigation report of the findings shall be submitted to the City Planning Division within 60 days of completion of the grading activities.

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
The project would disturb any human remains, including those interred outside of formal cemeteries.	MM Cultural 3: If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the <i>CEQA Guidelines</i> .	During construction	Developer or its Contractor County Coroner City of Perris Planning Division	Implementation of CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98; and if the Coroner determines that the remains are of Native American origin, Section 15064.5(3) of the <i>CEQA Guidelines</i> . City to have final determination if impasse occurs between land owner, most likely descendent and archaeologist.

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

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

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

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

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

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

4.0 REVISED DRAFT EIR

Rados Distribution Center

Perris, California

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2008111080

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March 2010

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- C. Air Quality Impact Analysis, Revised 2010
Health Risk Assessment, Revised 2010
- D. General Biological Resources Assessment, March 17, 2010
- E. Historical/Archaeological Resources Survey Report, Revised January 15, 2010
Paleontological Resources Assessment Report, April 2006
- F. Preliminary Geotechnical Investigation, January 14, 2003
- G. Phase I Environmental Site Assessment, December 23, 2002
Phase II Environmental Site Assessment, March 31, 2009
- H. Water Quality Management Plan, Preliminary, January 7, 2009
Preliminary Hydrology Report, July 30, 2008
- I. Preliminary Acoustical Impact Analysis, September 29, 2009
- J. Traffic Impact Study Report, Revised November 7, 2008
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1.0 EXECUTIVE SUMMARY

DOCUMENT PURPOSE

This Draft Environmental Impact Report (DEIR) has been prepared to inform decision-makers and the public of the potentially significant environmental effects associated with the project approvals for the Rados Distribution Center – Perris (project) in the City of Perris. This study has been prepared pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code, Sections 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Sections 15000, et seq.). The City of Perris is the lead agency under the CEQA and is responsible for the preparation of this DEIR.

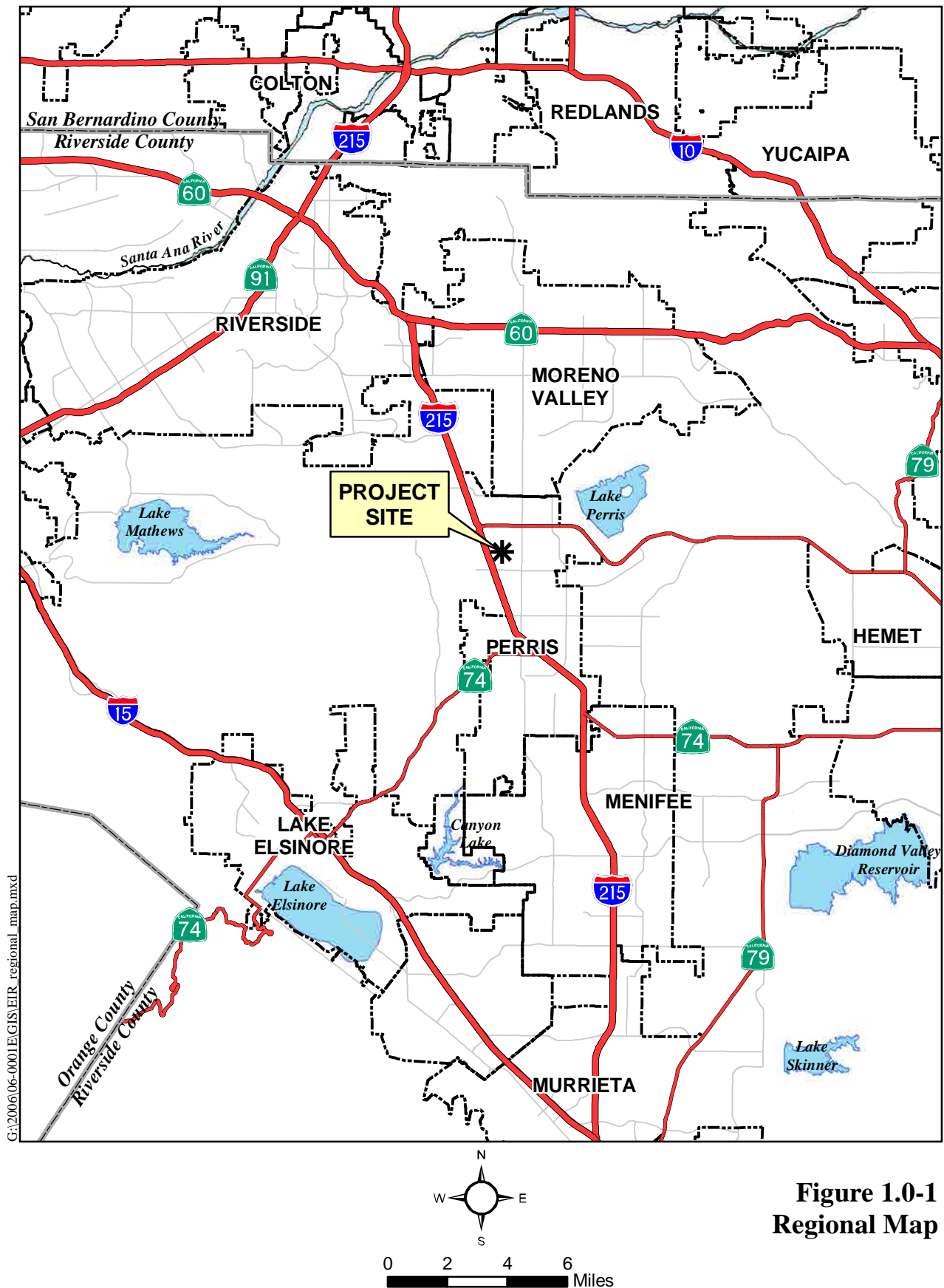
PROJECT LOCATION

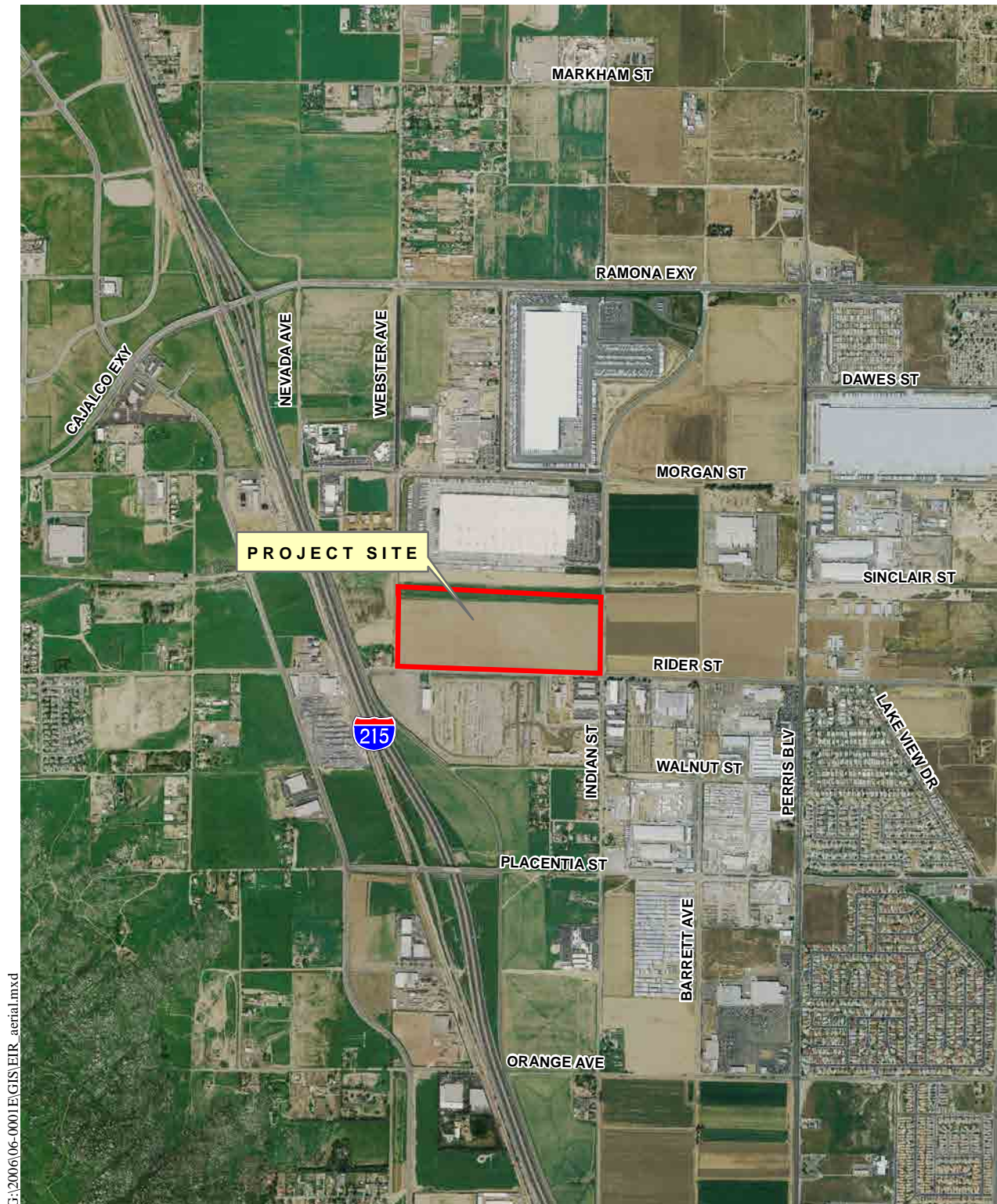
The Rados Distribution Center – Perris project site is located in the city of Perris east of Interstate 215, as shown on **Figure 1.0-1, Regional Map**. The City of Moreno Valley is located north of the City of Perris, the City of Menifee is located to the south, and unincorporated Riverside County lands are located to the west and east of Perris. The City lies in the Perris Valley, a flat alluvial plain between the Santa Ana Mountains to the west and the San Jacinto Mountains to the east.

The project site is rectangular in shape and is bounded by Webster Avenue on the west, Rider Street on the south, and Indian Avenue on the east. (**Figure 1.0-2, Aerial View of Project Area**) The project site is also described as being located within Section 7, Township 4 South, Range 3 West, San Bernardino Base & Meridian, and is identified by the Riverside County Assessor Parcel Number (APN) 303-050-002 and the southern approximately 155 feet of APN 303-050-003. (Latitude/Longitude: 33° 50' 27" North/117° 13' 04" West) The 9.6-acre (155 feet by 2,700 feet) area along the northern boundary of the site is owned by the Metropolitan Water District (MWD) (APN 303-050-003).

The 61.63 gross-acre site is vacant land currently designated as Light Industrial in the City of Perris General Plan. The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. The project site consists mainly of leveled farmland, part of which was previously a sod farm. The project site is currently leased to a farmer who plants winter wheat and plows the weeds year round. Adjacent to the project site are agriculture fields to the east and northeast, a commercial site and vacant land to the west, and existing industrial development to the north and south. (**Figure 1.0-2**)

Access to the site is provided by Interstate 215 to the west. There are two existing freeway interchanges which will service the project site, one at the Ramona Expressway and Interstate 215, and one at Harley Knox Boulevard (formerly Oleander Avenue) and Interstate 215. These freeway interchanges are located approximately one mile and two miles northwest of the site, respectively.





Source: Digital Globe, March 2008

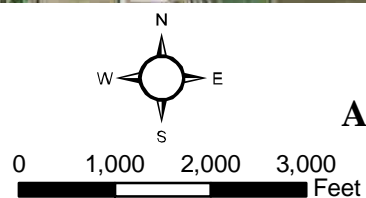


Figure 1.0-2
Aerial View of Project Area

PROJECT DESCRIPTION

The proposed project is an approximately 1,191,080 square-foot distribution center on approximately 61.63 gross acres. The project also includes approximately 720 standard parking spaces, 13 handicapped parking spaces and 353 trailer parking spaces. The MWD property would be leased for use as overflow parking (approximately 2.6 acres). (**Figure 1.0-3, Conceptual Site Plan**)

The proposed project includes the following land use applications: Zone Change 07-0117; Development Plan No. 07-0119; and Agricultural Diminishment 07-0118.

Zone Change No. 07-0117 (ZC 07-0117) is a proposal to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).

Development Plan No. 07-0119 (DPR 07-0119) is an application to develop an approximately 1,191,080-square foot distribution center on approximately 61.63 gross acres. (**Figure 1.0-3**).

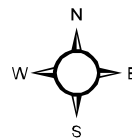
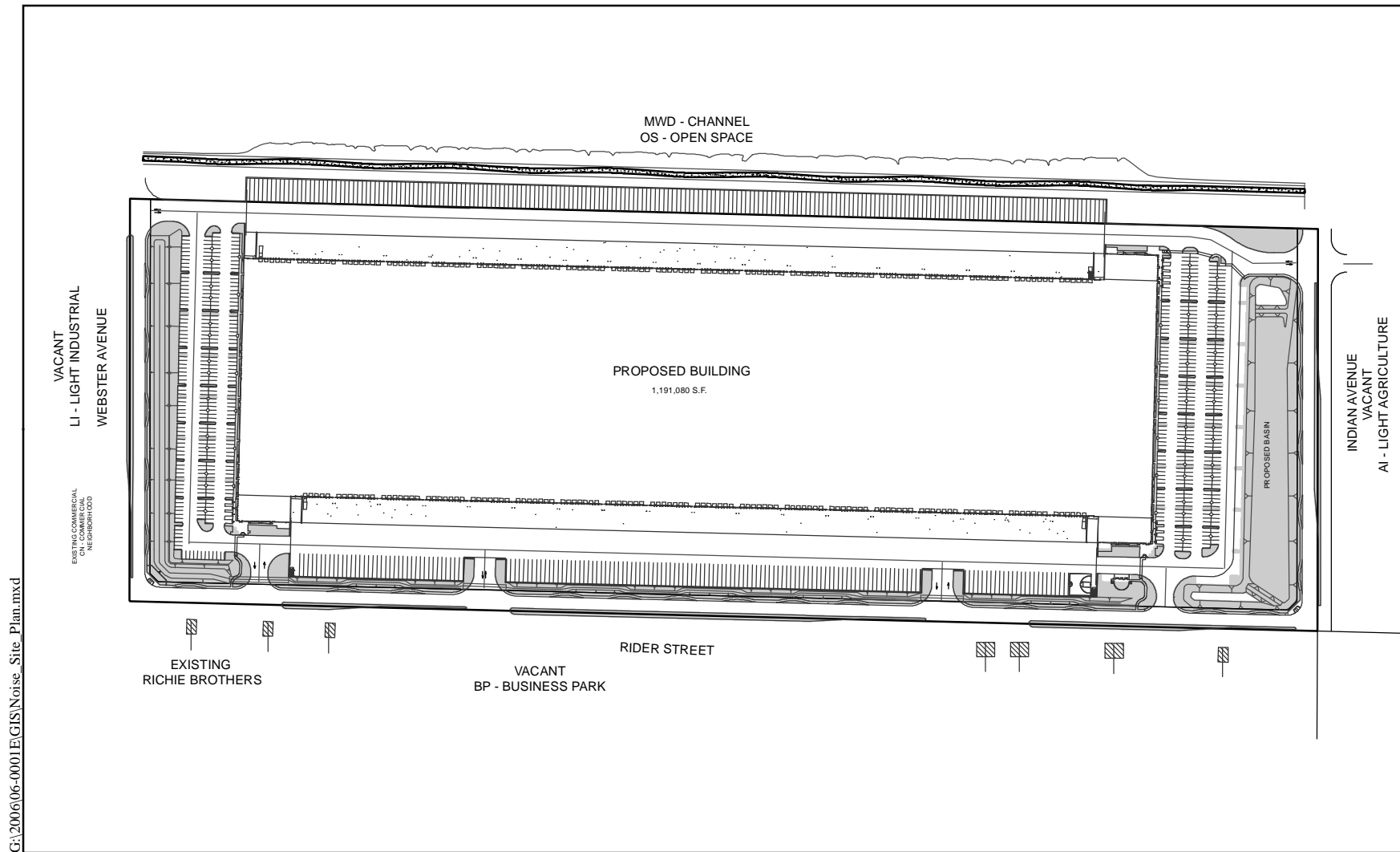
Agricultural Diminishment 07-0118 (AD 07-0118) proposes to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

The proposed project is speculative. Speculative development means the applicant is constructing the building which will then be sold to other individual businesses or companies to own. The applicant will not own or operate the businesses which will ultimately occupy the site. Therefore, the specific occupants or specific uses of these buildings are not known at this time.

Approximately 75,000 cubic yards of import soils are needed for grading the site. Approximately 171,000 cubic yards of cut/fill will be generated on site, as well. A borrow site will be utilized for the import of soil; and although a specific borrow site has not been identified for the proposed project at this time, it is expected that it will be within a 10-mile radius.

The proposed project may require utility services provided by these purveyors:

Purveyor	Type of Services
Eastern Municipal Water District	potable water, sewer
Verizon	telephone
Southern California Edison	electricity
Southern California Gas Company	natural gas
CR&R Waste Services	solid waste disposal



Not to Scale

**Figure 1.0-3
Conceptual Site Plan**

Project Objectives

A clear statement of project objectives allows for the analysis of reasonable alternatives to the proposed project. A range of reasonable alternatives, both on and off site, that would feasibly attain most of the basic project objectives, while avoiding or substantially lessening the significant effects of the project, must be analyzed per CEQA Guidelines Section 15126.6. The Rados Distribution Center – Perris project will meet the following project objectives:

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

Discretionary Actions and Approvals

The DEIR serves as an informational document for use by public agencies, the general public, and decision makers. This DEIR discusses the impacts of development pursuant to the proposed project and related components and analyzes project alternatives. This DEIR will be used by the City of Perris and responsible agencies in assessing impacts of the proposed project.

The following public entities and/or agencies may use this DEIR when considering the project:

- **City of Perris Planning Commission**
 - a) Recommendation to the City of Perris City Council for Certification of the Final Environmental Impact Report for the project.
 - b) Recommendation to the City of Perris City Council regarding approval of Zone Change 07-0117 (ZC 07-0117) to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).
 - c) Recommendation to the City of Perris City Council regarding approval of Development Plan Review 07-0119 (DPR 07-0119) for an approximately 1,191,080-square foot distribution center on approximately 61.63 gross acres.

- d) Recommendation to City of Perris City Council regarding approval of Agricultural Diminishment 07-0118 (AD 07-0118) to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

- **City of Perris City Council**

- a) Certification of the Final Environmental Impact Report.
- b) Approval of Zone Change 07-0117 to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).
- c) Approval of Development Plan 07-0119 for an approximately 1,191,080-square foot distribution center, parking lot with detention basin, and connection to off-site water and sewer infrastructure on approximately 61.63 gross acres.
- d) Approval of Agricultural Diminishment 07-0118 (AD 07-0118) to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

Other actions and permits may be needed to implement this project, including:

- **California Department of Transportation (Caltrans)**

- a) Issuance of encroachment permits related to street improvements within their rights-of-way.

- **Eastern Municipal Water District**

- a) Approval and construction of infrastructure (water and sewer) improvements.

- **Regional Water Quality Control Board**

- a) Issuance of a National Pollutant Discharge Elimination System (NPDES) Construction Permit (Order No. 99-08-DWQ).

- **Riverside County Flood Control and Water Conservation District**

- a) Approval of hydrology/storm water drainage system.
- b) Provide the terms and conditions of design, construction, inspection, transfer of rights-of-way, project credit in lieu of charges and reimbursement schedule which may apply to Perris Valley Area Drainage Plan facilities constructed as part of this project.

Non-discretionary actions anticipated to be taken by the City at the Staff level as part of the proposed project include:

- Approval of a Storm Water Pollution Prevention Plan (SWPPP) to mitigate site runoff during construction.
- Approval of a Water Quality Management Plan (WQMP) to mitigate for post-construction runoff flows.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency must be stated in the EIR summary. Issues of interest to the public and public agencies were identified during the 30-day public comment period of the Initial Study and Notice of Preparation (NOP), as well as comments received during the public scoping meeting that was held on December 3, 2008 for the proposed project at the City of Perris.

An NOP for the Draft EIR was distributed to state, regional, and local agencies on November 21, 2008, for a 30-day review period ending on December 22, 2008. The objective of distributing an NOP is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the DEIR. An Initial Study was distributed in tandem with the NOP. The Initial Study/NOP was distributed to the State Clearinghouse, as well as to the agencies, and organizations considered likely to be interested in the proposed project and its potential impacts. Comments received regarding the NOP were used to help identify impacts that could result from implementation of the proposed project.

The Initial Study, NOP, distribution list, and comment letters are included in Appendix A of the Draft EIR. By the close of the 30-day public review period, five responses to the NOP had been received. Four additional comments letters were received after the public review period and will be addressed in the Draft EIR. A summary of NOP comments has been included in Section 2.0 (Introduction).

Section 15123(b)(3) of the CEQA Guidelines requires that an DEIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed project include decisions by the City of Perris as to whether:

- this Draft EIR adequately describes the potential environmental impacts of the proposed project;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied;
- the project should or should not be approved as proposed; or
- the project should be modified based on the alternatives considered in this Draft EIR.

SUMMARY OF ENVIRONMENTAL IMPACTS

The following table, **Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program**, provides a summary of impacts related to the proposed project. The table identifies significant environmental impacts resulting from the project pursuant to the CEQA Guidelines Section 15123(b)(1).

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
Agricultural Resources	Convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to farmland mapping and monitoring program of the California resource agency, to non-agricultural use.	No mitigation measures are proposed to reduce or eliminate this impact and a Statement of Overriding Consideration would be required prior to project approval.	Project Specific and Cumulative: Significant.
Agricultural Resources	Conflict with existing zoning for agricultural use, or a Williamson Act contract.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Agricultural Resources	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.	No mitigation required.	Project Specific and Cumulative: Less than Significant.
Airport Hazards	Result in a safety hazard for people residing or working in the project area where located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport.	<p>MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.</p> <p>MM Airport 2: The following notice shall be provided to all potential purchasers and tenants:</p> <p>“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”</p>	Project Specific and Cumulative: Less than significant after mitigation.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>MM Airport 3: The following uses shall be prohibited:</p> <p>(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>MM Airport 4: Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to March Air Reserve Base.</p>	
Air Quality	Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
Air Quality	Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<p>MM Air 1 through MM Air 18 are proposed to reduce this impact; however a Statement of Overriding Consideration would be required prior to project approval.</p> <p><i>The following mitigation measures recommended by the 2004 City of Perris General Plan EIR shall be implemented in order to reduce emissions associated with project construction:</i></p> <p>MM Air 1: Electricity from permanent or temporary power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions.</p> <p>MM Air 2: All retail/commercial/industrial land uses shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.</p> <p>MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NO_x, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.</p>	Project Specific and Cumulative: Significant impact after mitigation.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p><i>In addition to compliance with SCAQMD Rule 403 for construction of the project, the following mitigation measures shall be implemented:</i></p> <p>MM Air 4: During construction, all vehicles and equipment shall be properly maintained according to manufacturers' specifications at an offsite location, which includes proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction.</p> <p>MM Air 5: The project developer shall require by contract specification that construction equipment used for construction meets or exceeds Tier 3 standards. Alternatively, all construction equipment shall be equipped with CARB-verified oxidation catalysts, diesel particulate traps or other verified or certified retrofit technologies with the greatest control efficiency for the specific category of equipment. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris prior to issuance of a grading permit.</p> <p>MM Air 6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on site and off site.</p> <p>MM Air 7: Construction parking shall be configured to minimize traffic interference.</p> <p>MM Air 8: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.</p> <p>MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.</p> <p><i>In order to reduce emissions related to diesel, VOC, and NO_x emissions from project operation, the following mitigation measures shall be implemented:</i></p> <p>MM Air 10: All vehicles shall be prohibited from idling in excess of five minutes.</p> <p>MM Air 11: Loading bays shall be equipped with electrification, and/or auxiliary power units.</p> <p>MM Air 12: Roads and parking areas shall be paved.</p> <p>MM Air 13: The project shall post contact information outside the facility for the public to call if a specific air quality issue arises.</p> <p>MM Air 14: The project shall provide information about diesel particulate traps and alternative fueled off-road</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>equipment to all customers. <u>In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that provide funding for cleaner than required heavy-duty engines and emission control devices, such as 2007 or newer model year or 2010 compliant vehicles.</u></p> <p><u>MM Air 14a: Service equipment at the facility will be either low-emission propane powered or electric (i.e., forklifts).</u></p> <p><i>In order to reduce GHG emissions from operation of the entire project, the following mitigation measures shall be implemented:</i></p> <p>MM Air 15: The project shall be, at a minimum, required to increase building energy performance 14 percent beyond Title 24, and reduce water use by 20 percent. Prior to issuance of any building permits, building plans shall include proof of these reductions.</p> <p>MM Air 16: The project shall be required to use recycled materials for at least 15 percent of construction materials. Regional materials that are extracted, processed, and manufactured regionally will also be required to account for 10 percent of the project.</p> <p>MM Air 17: The project shall be required to recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris by weight and volume.</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		MM Air 18: In order to reduce energy consumption from the proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., Building Division or Department of Public Works/Engineering) prior to conveyance of applicable streets.	
Air Quality	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).	MM Air 1 through MM Air 18 , above, are proposed to reduce this impact; however a Statement of Overriding Consideration would be required prior to project approval.	Cumulative: Significant after mitigation.
Air Quality	Exposing sensitive receptors to substantial pollutant concentrations.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Air Quality	Create objectionable odors affecting a substantial number of people.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Biological Resources	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	MM Bio 1: A pre-construction survey for resident burrowing owls will be conducted by a qualified biologist no more than 30 days prior to commencement of grading and construction activities within those portions of the project site containing suitable burrowing owl habitat. The time lapse between surveys and site disturbance should not exceed 30 days. Additional surveys are necessary when the	Project Specific and Cumulative: Less than significant impact after mitigation.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>initial disturbance is followed by periods of inactivity or the development is phased spatially and/or temporally over the project site. Burrowing Owl surveys will be conducted in accordance with the methodologies prescribed by CDFG in their 1995 Staff Report and the Burrowing Owl Consortium in their 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines.</p> <p>If active nests are identified on site during the pre-construction survey, they shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy the site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the California Department of Fish and Game. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation.</p> <p>MM Bio 2: In order to avoid violation of the MBTA and California Fish and Game Code site-preparation activities (removal of trees and vegetation) shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site preparation activities are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code are present in the construction zone. If active nests are not located within the project area and appropriate buffer, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p> <p>MM Bio 3: The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Potential impacts to the SKR are mitigated on a regional basis through compliance the SKR HCP mitigation fees. To address the impacts associated with the cumulative loss of</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		habitat for special status species, the proposed project shall be conditioned to pay the MSHCP mitigation fees as set forth under Ordinance No. 1123 and the City of Perris' Stephens' Kangaroo Rat mitigation fees as set forth under Ordinance No. 794.	
Biological Resources	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Biological Resources	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Biological Resources	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Cultural Resources	The project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Cultural Resources	The project would cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines.	MM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the	Project Specific and Cumulative: Less than

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase. Any Native American resources shall be evaluated in accordance with the CEQA Guidelines and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.	significant impact with mitigation.
Cultural Resources	The project would disturb any human remains, including those interred outside of formal cemeteries.	MM Cultural 3: If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.	Project Specific and Cumulative: Less than significant impact with mitigation.
Cultural Resources	The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	MM Cultural 2: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a paleontological resources monitoring and treatment plan (PRMTP) in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate	Project Specific and Cumulative: Less than significant

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>Paleontology, and shall include, but not be limited to the following:</p> <ol style="list-style-type: none">1. The excavation of areas identified as likely to contain paleontological resources shall be monitored by a full-time qualified paleontological monitor. Monitoring shall be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved.3. Specimens shall be identified and curated, and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.4. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The	impact with mitigation.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.	
Geology/Soils	Expose people or structures to potential substantial adverse effect, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure, including liquefaction.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hazards	The project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hydrology/Water Quality	Violate any water quality standards or waste discharge requirements.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hydrology/Water Quality	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hydrology/Water Quality	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.	No mitigation required.	Project Specific and Cumulative: Less than significant

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
			impact.
Hydrology/Water Quality	Substantially degrade water quality.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hydrology/Water Quality	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Hydrology/Water Quality	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Land Use/Planning	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinances) adopted for the purpose of avoiding or mitigation an environmental effect.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Noise	Result in exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Noise	Result in the exposure of persons to or generation of excessive ground-born vibration or ground-born noise	No mitigation required.	Project Specific and

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
	levels.		Cumulative: Less than significant impact.
Noise	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Noise	Result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Noise	Result in exposure of people residing or working in the project area to excessive noise levels from airport noise.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Solid Waste	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Transportation	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, or exceed, either individually or cumulatively, a level of service standard established by the city/county congestion management agency for designated roads or highways.	Based upon the traffic study, the following improvements will substantially lessen traffic impacts attributable to the project and other area-wide growth. MM Trans 1: Indian Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it	Project Specific and Cumulative: Less than significant impact with

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>fronts the project site.</p> <p>MM Trans 2: Indian Avenue shall be constructed as a 42-foot pilot road from the northern edge of the project site to Harley Knox Boulevard.</p> <p>MM Trans 3: Webster Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.</p> <p>MM Trans 4: Rider Street shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site, eastward to Perris Boulevard.</p> <p>MM Trans 5: Sight distance at the project entrance roadway shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p> <p>MM Trans 6: The proposed project shall participate in the phased construction of off-site traffic signals through payment of the project's fair share of traffic signal mitigation fees.</p> <p>MM Trans 7: Signing/striping shall be implemented in conjunction with detailed construction plans for the project site.</p> <p>Mitigation Measures MM Trans 8 through MM Trans 15 will be constructed by the developer of the proposed project prior to the issuance of occupancy permits, except where said improvements have previously been constructed.</p> <p>MM Trans 8: Construct the intersection of Indian Avenue</p>	mitigation.

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>and Project Driveway to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. One shared through and right turn lane.</p> <p>Eastbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>Westbound: One shared left turn, through, and right turn lane. Stop controlled.</p> <p>MM Trans 9: Modify the intersection of Indian Avenue and Rider Street to include the following geometrics:</p> <p>Northbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Southbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>Westbound: One left turn lane. One shared through and right turn lane. Stop controlled.</p> <p>MM Trans 10: Construct the intersection of Car Driveway East and Rider Street to restrict movement to right-in and right-out only from the driveway with the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One right turn lane. Stop controlled.</p> <p>Eastbound: One through lane.</p> <p>Westbound: One shared through and right turn lane.</p> <p>MM Trans 11: Construct the intersection of Truck Driveway East and Rider Street to include the following</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p> <p>MM Trans 12: Construct the intersection of Truck Driveway West and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn and right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p> <p>Westbound: One shared through and right turn lane.</p> <p>MM Trans 13: Construct the intersection of Car Driveway West and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One shared left turn right turn lane. Stop controlled.</p> <p>Eastbound: One shared left turn through lane.</p> <p>Westbound: One shared through and right turn lane.</p> <p>MM Trans 14: Construct the intersection of Webster Avenue and Rider Street to include the following geometrics:</p> <p>Northbound: Not Applicable.</p> <p>Southbound: One left turn lane. One right turn lane. Stop controlled.</p> <p>Eastbound: One left turn lane. One through lane.</p>	

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
		<p>Westbound: One shared through and right turn lane.</p> <p>MM Trans 15: Construct the intersection of Webster Avenue and Project Driveway to include the following geometrics:</p> <p>Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not Applicable. Westbound: One shared left turn and right turn lane. Stop controlled.</p> <p>MM Trans 16: The project shall participate in the cost of off-site improvements through payment of the fair share mitigation fees. These fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build roads to the general plan build-out level.</p>	
Transportation	The project would conflict with adopted policies, plans or programs supporting alternative transportation.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Water and Sewer	Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Water and Sewer	Have insufficient water supplies available to serve the project from existing entitlements and resources, or require	No mitigation required.	Project Specific and

Table 1.0-A, EIR Summary Matrix/Mitigation Monitoring Program

Impact Category	Impact/Threshold	Mitigation Measure	Impact After Mitigation
	new or expanded entitlements.		Cumulative: Less than significant impact.
Water and Sewer	Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.
Water and Sewer	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	No mitigation required.	Project Specific and Cumulative: Less than significant impact.

SUMMARY OF PROJECT ALTERNATIVES

The CEQA Guidelines, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per Section 15126.6.

Any alternatives which considered different land uses, such as residential, were rejected as infeasible because the City's General Plan and zoning designate the project site as industrial and agricultural uses, respectively and said uses would not meet most of the project's objectives. The surrounding area is also designated for industrial uses and has associated truck traffic. Therefore, residential uses were not considered to be feasible.

The project, as proposed, is anticipated to result in unavoidable adverse impacts related to agricultural resources and air quality. Agricultural impacts result from the conversion of the site to non-agricultural uses. Anticipated impacts to air quality by the proposed project will be a result of the additional vehicles within the project area and the truck traffic using the site generating emissions. Given the nature of the proposed development, an alternative location will not alleviate these impacts, as it will merely shift the impacts to another location, not reduce or eliminate them. The location of the project is appropriate because the use proposed is: 1) consistent with the site's general plan designation, 2) in close proximity to MARB runways, and 3) is near a freeway. Therefore, an alternative location is not considered a feasible alternative to the proposed project.

This DEIR evaluates 1) a No Project Alternative that retains existing use of the site for agricultural purposes, 2) a Reduced Square Footage alternative, and 3) a Business Park alternative representing another use allowed under the current General Plan land use designation.

Table 1.0-B, Impact Comparison of Alternatives Matrix, gives a summary of all project alternatives considered in detail in the EIR and identifies the areas of potential environmental effects per CEQA and ranks each alternative as better, the same or worse than the proposed project with respect to each area.

Table 1.0-B
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
Agricultural Resources	Significant – Loss of 61.63 acres of farmland. Cumulatively significant – Contributes to area wide loss of farmland.	Better – No loss of farmland. No significant impact.	Same – Loss of 61.63 acres of farmland. Cumulatively significant- Contributes to area wide loss of farmland.	Same – Loss of 61.63 acres of farmland. Cumulatively significant- Contributes to area wide loss of farmland.
Airports	No significant impact, with mitigation.	Better – No impact.	Same – No significant impact, with mitigation.	Same – No significant impact, with mitigation.
Air Quality	Significant – Will exceed SCAQMD short-term and long-term thresholds for criteria pollutants. Cumulatively significant - contributes to exceedance of air quality standards which the Basin is non-attainment. GHG emissions were found to be potentially cumulatively considerable after mitigation in the absence of regulatory thresholds.	Better – Minimal impacts to air quality. No significant impact.	Better – Although reduced building square footage reduces the amount of trips from vehicles related to the project, and emissions would be reduced, there would still be a net increase in emissions, and cumulative impacts related to emissions released in an area that already experiences problems regarding air quality. Cumulatively significant - contributes to exceedance of air quality standards. This alternative in combination with statewide, national, and international emissions could cumulatively contribute to a change in Earth's climate, i.e., global warming.	Worse – This alternative creates more daily trips which increase air pollution in general and GHG emissions, but significantly reduces the amount of truck traffic compared to the project. The reduction in trucks corresponds to reduced impacts related to cumulative health risks when compared to the proposed project's less than significant health risks from diesel truck emissions.
Biological Resources	Less than significant project impacts of natural habitat/open	Better – No loss of 62 acres to development.	Same – This alternative would result in the same loss of open	Same – This alternative would have the same overall loss of

Table 1.0-B
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
	area. Project does not conflict with the MSHCP.		space and habitat. Loss of open area under this Alternative would also be consistent with the MSHCP.	open space, although more landscaping would be provided. This alternative would also be consistent with the MSHCP.
Cultural Resources	Less than significant impacts to cultural resources with mitigation measures incorporated.	Better – Although the site is not expected to harbor significant cultural resources, under this alternative there would not be the prospect of uncovering unknown resources, as no development would be proposed.	Same – This alternative would have the same less than significant impacts, with implementation of the same mitigation measures identified for the proposed project.	Same – This alternative would have the same less than significant impacts, with implementation of the same mitigation measures identified for the proposed project.
Geology and Soils	Less than significant impacts related to seismic shaking and ground failure without mitigation measures incorporated.	Same – No impact.	Same – This alternative would have the same less than significant impacts as the proposed project.	Same – This alternative would have the same less than significant impacts as the proposed project.
Hazards and Hazardous Materials	Less than significant impacts. The project is not located on a hazardous material site pursuant to Government Code Section 65962.5.	Same – No impact due to site characteristics.	Same – No impact due to site characteristics.	Same – No impact due to site characteristics.
Hydrology and Water Quality	Less than significant project impacts with implementation of WQMP and NPDES permit requirements. Project also includes a detention basin as part of the project which reduces impacts to water quality and flooding.	Better for Water Quality – The project site is currently vacant and used for agricultural uses. The undeveloped, unpaved nature of the site provides for infiltration of pollutants and so this Alternative would have better water quality impacts	Same – Less than significant project impacts. Although there would be less square footage and therefore less impermeable surfaces, development under this Alternative would result in some amount of increased runoff and associated pollution. This Alternative would still	Same – Less than significant project impacts. Although there would be less square footage and therefore less impermeable surfaces, development under this Alternative would result in some amount of increased runoff and associated pollution. This Alternative would still

Table 1.0-B
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
		than the proposed project. Worse for Hydrology – No flood control aspect would be implemented, and during heavy storm events, sheet flow conditions would continue under the current conditions which does not include storm drain/detention infrastructure.	include an on-site detention basin to address the water quality and flood control needs of the development.	include an on-site detention basin to address the water quality and flood control needs of the development.
Land Use and Planning	Consistent with General Plan land use designation and the goals for Planning Area 3 by converting agricultural land to a light industrial uses.	Worse – Without the project, development as anticipated by the City of Perris would not occur.	Same – A less intensive industrial use on the subject site would still be consistent with the City of Perris General Plan land use and policies.	Same – A Business Park on the subject site would still be consistent with the City of Perris General Plan land use and policies.
Noise	Less than significant impacts. The proposed project will create construction and operational noise from increased vehicular traffic, but will not exceed noise standards.	Better – Without project development, there is no short term construction-related noise impacts and no overall increase in traffic noise.	Better – Reduction in the square footage of the buildings would reduce the number of vehicles generated by the proposed project and would reduce the amount of noise generated by those vehicles.	Worse – This alternative increases the overall number of vehicles and the amount of noise generated by those vehicles.
Solid Waste	Less than significant project impacts on solid waste generation.	Better – Will not result in increases in solid waste amounts.	Better – Will generate fewer tons of solid waste annually.	Same – Will result in some amount of increased solid waste annually.
Transportation/ Traffic	Less than significant project impacts with incorporated mitigation measures.	Better – No increase in project-related traffic, however, key roadway improvements would not be provided to the City.	Better – Reduction in the square footage of the project buildings would result in a reduction of project-generated traffic.	Worse – This alternative would create more daily trips compared to the project, which translates to more traffic impacts to local roadways.

Table 1.0-B
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
Water and Sewer	Less than significant project impacts. The design of the proposed project and existing utility capabilities would not result in any significant utility impacts.	Better – No development eliminates the need to install any sewer/water facilities and eliminates any potential utility impacts.	Same – Project would still require installation of sewer/water facilities, however the reduced square footage of buildings may mean that slightly less water is required than the proposed project.	Same – Project would still require installation of sewer/water facilities, however the reduced square footage of buildings may mean that slightly less water is required than the proposed project.
Environmentally Superior to Proposed Project?	N/A	Yes	Yes	No
Meets Project Objectives?	Yes	No	Yes	Yes

The CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project (Existing Land Use) alternative is the environmentally superior alternative with respect to reducing impacts created by the proposed project. The CEQA Guidelines also require the identification of another environmentally superior alternative if the No Project alternative is the environmentally superior alternative.

Since the No Project alternative cannot be the “environmentally superior alternative.” Alternative 2 becomes the environmentally superior alternative over the proposed project. This alternative would reduce the square footage of proposed distribution buildings uses by 20 percent. Although the overall square footage of the project could be reduced, not all aspects of development would be reduced equally as a result. Implementation of this alternative would result in a volume reduction of project-generated traffic. The reduced traffic would result in slightly lesser noise impacts, by reducing the amount of vehicle traffic noise, and reduced air quality impacts. However, air quality impacts will not be sufficiently reduced to eliminate significant impact findings. Impacts related to biological, cultural, geology, hazards, hydrology, land use, and utilities (water, sewer, and solid waste) would essentially stay the same as the proposed project.

Regarding the ability of the Alternatives discussed above to meet project objectives, Alternative 2 will not be as economically competitive and more likely not as economically viable for the applicant to propose. Alternative 2’s reduction in the number of vehicles makes it environmentally superior over the proposed project, but it will result in less revenue and thus less tax revenue and fewer jobs to the City. Thus, while the larger project may result in some incrementally more concentrated impacts at and around this project site, overall it would result in fewer cumulative impacts.

2.0 INTRODUCTION

This DEIR assesses the potential environmental effects of the Rados Distribution Center – Perris (project), which is proposed by the Rados Companies within the City of Perris. The proposed project would be located within Planning Area 3: Agricultural Conversion Area as designated by the City of Perris General Plan, contributing to the planned economic development for the City of Perris by creating jobs, increasing the total disposable income in the area, generating tax revenue, and stimulating other economic growth in and around the City. The City of Perris is the Lead Agency under CEQA for this project pursuant to Sections 15051 and 15367 of the CEQA Guidelines, and will use this document to objectively review and assess the proposed project prior to approving or disapproving the project.

BACKGROUND

With new housing units being added to it, the City of Perris recognizes the need for additional jobs and increased tax revenues. The City of Perris General Plan recognizes the opportunity for increasing City revenues through land planning by using the distribution and location of land use designations to expand the variety of goods and services available to residents. The City also recognizes the opportunity to develop vacant and/or undeveloped land in order to evolve as a balanced city.

The intentions of CEQA are to: (1) inform governmental decision-makers and the public about the potentially significant environmental effects of proposed activities; (2) identify the ways that environmental damage can be avoided or significantly reduced; (3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and (4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose, if significant environmental effects are involved (CEQA Guidelines, Section 15002).

PURPOSE AND SCOPE

The purpose of this DEIR is to evaluate potential environmental impacts resulting from the implementation of the Rados Distribution Center – Perris project which includes Development Plan 07-0119, Zone Change 07-0117, and Agricultural Diminishment 07-0118, which are proposed by the Rados Companies within the City of Perris.

The City of Perris is the Lead Agency under CEQA and is responsible for the preparation of this DEIR. This DEIR is an informational document intended for use by the City of Perris, decision makers, and members of the general public in evaluating the potential environmental effects associated with the proposed warehouse/distribution project. This study has been prepared pursuant to the CEQA Guidelines, and the rules, regulations, and procedures for implementing CEQA as adopted by the City.

COMPLIANCE WITH CEQA

Format

Section 1.0 of this document covers the summary requirements of CEQA as required by Section 15123 of the CEQA Guidelines. Section 1.0 also covers the project description requirements of CEQA by discussing the project location, the project objectives, a general description of the project's environmental setting, and a statement of document purpose and intended use.

Issues identified in the Initial Study prepared by the City of Perris for the proposed project are discussed in Sections 4.0 and 5.0 of this document, which has been formatted to address the following general topics: Environmental Impact Analysis, Consistency with Regional Plans, and Mandatory CEQA Topics. Under each issue, an analysis is performed to determine the amount and degree of impact that is associated with the project. For all significant environmental impacts, mitigation measures, where feasible, are implemented in order to reduce the impact to a level below significant or to the maximum extent feasible.

The analysis of impacts and identification of mitigation measures is derived from technical reports which are included as technical appendices to this DEIR and from other informational resources as listed in Section 6.0, References.

Environmental Procedures

The EIR process typically consists of three parts – the Notice of Preparation (including the Initial Study), Draft EIR, and Final EIR. Pursuant to Section 15063 of the CEQA Guidelines, the City of Perris prepared an Initial Study (Environmental Assessment) for the project in order to determine if the project may have a significant effect on the environment. Based upon the findings of fact contained within the Initial Study, the City concluded that an EIR should be prepared. A Notice of Preparation (NOP) for an EIR and a description of potential adverse impacts were distributed to the State Clearinghouse, responsible agencies, and other interested parties on or about November 21, 2008. A notice advising of the availability of the NOP was posted by the Riverside County Clerk on November 24, 2008. Pursuant to Section 15082 of the CEQA Guidelines, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. Copies of the NOP (including the Initial Study) and the NOP distribution list are located in Appendix A to this DEIR. Copies of comments regarding the NOP, received by the City, are also included in Appendix A. A scoping meeting was held on December 3, 2008 before the City of Perris Planning Commission pursuant to the requirements of Section 15082(c)(1) of the CEQA Guidelines.

The City of Perris, which has the principal responsibility for processing and approving the project, is considered the "Lead Agency" for the purposes of CEQA compliance. As set forth in Section 15021 of the CEQA Guidelines, the City of Perris, as "Lead Agency", has the duty to avoid or minimize environmental damage where feasible. Furthermore, Section 15021(d) states that, "CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and

satisfying living environment for every Californian.” Other public agencies (i.e., Responsible and Trustee Agencies) that may use this EIR in their decision-making or permit processing, will consider the information in this EIR along with other information that may be presented during the CEQA process. In accordance with CEQA, the public agencies will be required to make findings for each environmental impact of the project that cannot be mitigated to below a level of significance. If the lead agency determines the benefits of the proposed project outweigh unavoidable significant environmental effects, the agency will be required to adopt a Statement of Overriding Considerations stating the reasons supporting their action notwithstanding the project’s significant environmental effects.

Effects Found Not to be Significant

Effects Found Not to be Significant during Preparation of the NOP

CEQA provides that an EIR shall focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an initial study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless information inconsistent with the finding in the initial study is subsequently received.

Section 21100 (c) of the Public Resources Code states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Section 15128 of the CEQA Guidelines adds, “Such a statement may be contained in an attached copy of an Initial Study.”

The Initial Study prepared and circulated for public review on the Rados Distribution Center – Perris (Appendix A) concluded that the proposed development would not result in significant impacts to the following: Aesthetics, Mineral Resources, Public Services, and Recreation. These issue areas are not discussed further in this EIR. The basis for elimination of each relevant impact in these issue areas is documented in the appended Notice of Preparation document (Appendix A).

The NOP determined that several issue areas may have potentially significant effects on the environment, and therefore are discussed further in Section 4.0. Impacts related to the following issues were found to be potentially significant in the Initial Study: Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials (including Airports), Hydrology and Water Quality, Land Use/Planning, Noise, Population and Housing, Transportation/Traffic, and Utilities and Service Systems.

NOP Comment Letters

The public review period for the NOP/Initial Study began on November 21, 2008 and ended on December 22, 2008. The following is a list of all those entities which commented on the NOP/Initial Study and a brief summary of the issues raised. None of the comments received change the issue areas to be discussed in the DEIR. These letters can be found in Appendix A.

- **City of Riverside** 12/12/08 – The City of Riverside Planning Division requests that the traffic study and EIR address impacts associated with trucks short-cutting through the City of Riverside on Van Buren Boulevard from the I-215 and SR-91 freeways, any increase in truck and employee traffic on both the Alessandro Boulevard and Van Buren Boulevard corridors, identify appropriate mitigation to reduce any impact to and maintain levels of service within the City of Riverside, assume that the Mid County Parkway may not be built west of I-215 and what impacts on the City of Riverside will be accordingly, and the traffic study needs to include cumulative impacts from based on new projects planned in the vicinity. The City attached a list of planned project within their boundaries.
- **Val Verde Unified School District** 12/1/08 – The District wants its students health, safety, and welfare taken into consideration by the City's Environmental Health Agency to be kept apprised of traffic flow changes near its schools. The District states that the project will be required to satisfy State statutory fees prior to the issuance of building permits.
- **South Coast Air Quality Management District (SCAQMD)** 11/25/08 – SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the DEIR.
- **Soboba Band of Luiseno Indians** 12/10/08 – The Soboba Band of Luiseno Indians requests further consultation with their Cultural Resource Department, future updates on this project, copies of any archaeological and/or cultural resource documentation and proper notification prior to any surveys and ground disturbances so that a Native American Tribal Monitor can be present during the construction/excavation phase.
- **Pechanga Indian Reservation** 11/25/08 – This letter includes background information on the Pechanga Tribe and requests that Pechanga be involved with any project monitoring regarding cultural resources and proposes mitigation to be used in the DEIR.
- **County of Riverside Transportation Department (RCTD)** 12/24/08 – The RCTD requests that that the traffic study for the project address potential impacts and mitigation measures on any Riverside County roadways within the study area and requests that any intersections where the project would add 50 or more peak hour trips should be analyzed. RCTD also requests that the Riverside County Traffic Study Guidelines be followed for the impact analysis for County facilities. Requests were also made that the DEIR address impacts to the interchanges along I-215 at Cajalco Expressway and Nuevo Road and that a cumulative analysis be provided which includes all approved and pending projects within the County that are within one mile of the project site.
- **Riverside County Flood Control and Water Conservation District (District)** 12/23/08 – The District advised that the proposed project is located within the District's Perris Valley Master Drainage Plan (MDP). The District stated that the applicant should coordinate the

design of the proposed project with the District to ensure that it does not conflict with the MDP. The District owns, operates, and maintains the Perris Valley Channel to the east. Any work that involves the District's rights-of-way, easements, or facilities, will require an encroachment permit. The District requests the construction of any on-site or off-site drainage facilities necessary for the proposed project be addressed as well as potential impacts related to increased runoff or other drainage issues that may affect the Perris Valley Channel. The District also requested that the DEIR include a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) consistency report with all supporting documents and adequate mitigation.

- **March Joint Powers Authority (March JPA)** 1/8/09 – March JPA requested that the project be forwarded to the Riverside County Airport Land Use Commission for a consistency finding prior to the final action by the City of Perris. March JPA also recommended conditions related to aviation easements and policies.
- **Metropolitan Water District of Southern California (MWD)** 12/22/08 – MWD requested that project impacts affecting drainage conditions to MWD's existing facilities and rights-of-way be evaluated and mitigation proposed as necessary. MWD also states that appropriate rights will need to be acquired to facilitate the overflow parking usage crossing their fee property. MWD was also concerned that potential impacts to their facilities associated with future excavation, construction, utilities, or other development that may result from project implementation.

Effects Found Not to be Significant as Part of the EIR Process

Based on the analysis contained in this document, the following issue areas have less than significant adverse environmental effects without requiring mitigation measures: Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Noise, Solid Waste, and Water and Sewer. The following issue areas have potential environmental effects that can be mitigated to below the level of significance: Airports, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Transportation and Traffic.

Please see the following referenced sections of this DEIR for more detailed discussion of these issue areas:

- Airports (Section 4.2)
- Biological Resources (Section 4.4)
- Cultural Resources (Section 4.5)
- Geology and Soils (Section 4.6)
- Hazards and Hazardous Materials (Section 4.7)
- Hydrology and Water Quality (Section 4.8)
- Land Use and Planning (Section 4.9)
- Noise (Section 4.10)
- Solid Waste (Section 4.11)
- Transportation and Traffic (Section 4.12)
- Water and Sewer (Section 4.13)

Potentially Significant Environmental Effects

Sections 15126, 15126.2 and 15126.4 of the CEQA Guidelines require consideration and discussion of significant environmental effects and mitigation measures proposed to minimize significant effects. All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation (Section 15126) and an EIR shall identify and focus on the significant environmental effects of the proposed project (Section 15126.2).

Section 3.0 of this EIR addresses each environmental effect that was determined to be potentially significant during preparation of the NOP prepared for this project and mitigation measures proposed to minimize significant effects.

Potential project-specific and cumulative impacts upon Agricultural Resources and Air Quality were found to be unavoidably significant and cannot be mitigated to below the level of significance. A Statement of Overriding Consideration will be required for these issue areas.

Please see the following referenced sections of this DEIR for more detailed discussion of each issue area:

- Agricultural Resources (Section 4.1)
- Airports (Section 4.2)
- Air Quality (Section 4.3)
- Biological Resources (Section 4.4)
- Cultural Resources (Section 4.5)
- Geology and Soils (Section 4.6)
- Hazards and Hazardous Materials (Section 4.7)
- Hydrology and Water Quality (Section 4.8)
- Land Use and Planning (Section 4.9)
- Noise (Section 4.10)
- Solid Waste (Section 4.11)
- Transportation and Traffic (Section 4.12)
- Water and Sewer (Section 4.13)

Uses of this EIR

As the designated Lead Agency, the City of Perris has assumed responsibility for preparing this document. The decision to implement the project is within the purview of the City of Perris City Council. The City Council will use the information included in this EIR to consider potential impacts to the physical environment associated with the project when making its decision regarding the project.

The DEIR will be made available for review to the public and public agencies for 45 days to provide comments on the “sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (Section 15204 of the CEQA Guidelines).

The City will use the EIR and supporting documentation for implementation of the proposed project through the approval of land use proposals including, but not limited to, Zone Change and Development Plans and Agricultural Preserve Diminishment. Regulatory agencies will use the EIR and supporting documentation in its decision to issue permits related to development of the subject property.

3.0 PROJECT DESCRIPTION

PROJECT LOCATION

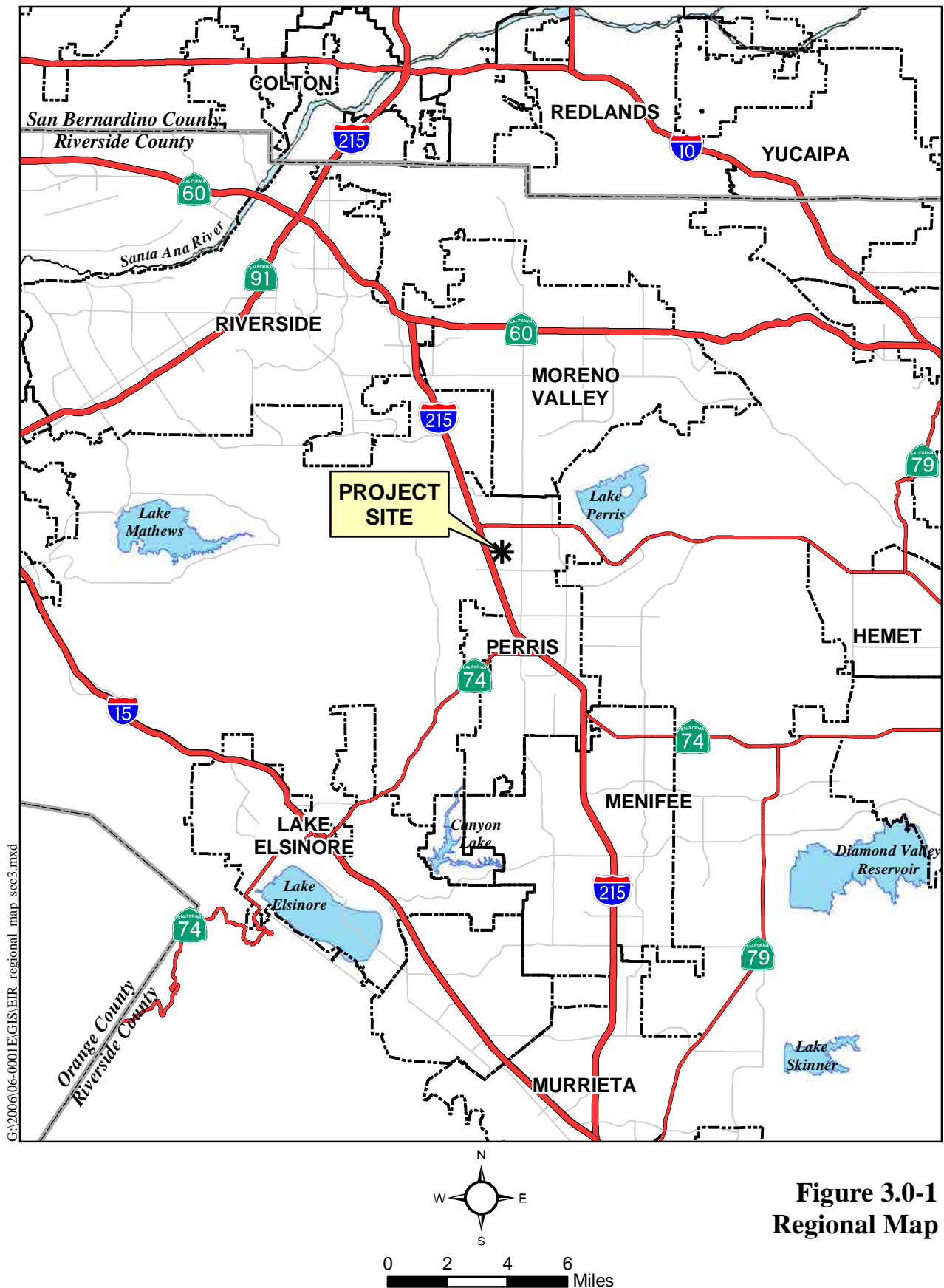
The Rados Distribution Center – Perris proposed project site is located on approximately 62 gross acres within the City of Perris, in Riverside County, California (**Figure 3.0-1, Regional Map**). The City of Moreno Valley is located north of the City of Perris, the City of Menifee is located to the south, and unincorporated Riverside County lands are located to the west and east of Perris. The City lies in the Perris Valley, a flat alluvial plain between the Santa Ana Mountains to the west and the San Jacinto Mountains to the east. The proposed project site is located directly north of Rider Street and west of Indian Street with Sinclair Street to the north and Interstate 215 to the west (**Figure 3.0-2, Aerial View of Project Area**).

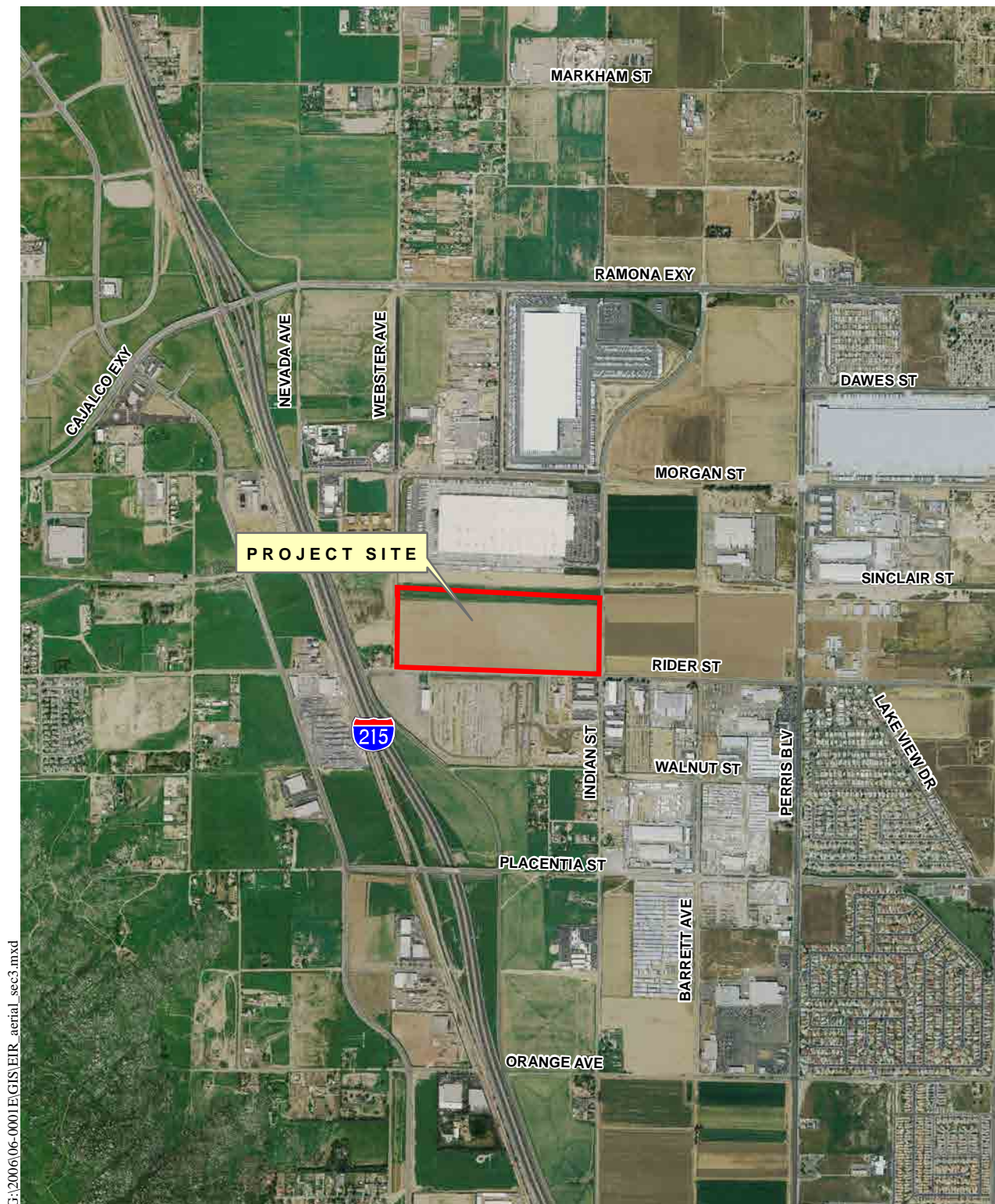
SITE DESCRIPTION

The project site is rectangular in shape and is bounded by Webster Avenue on the west, Rider Street on the south, and Indian Avenue on the east. (**Figure 3.0-2, Aerial View of Project Area**) The project site is also described as being located within Section 7, Township 4 South, Range 3 West, San Bernardino Base & Meridian, and is identified by the Riverside County Assessor Parcel Number (APN) 303-050-002 and the southern approximately 155 feet of APN 303-050-003. (Latitude/Longitude: 33° 50' 27" North/117° 13' 04" West) The 9.6-acre (155 feet by 2,700 feet) area along the northern boundary of the site is owned by the Metropolitan Water District (MWD) (APN 303-050-003).

The 61.63 gross-acre site is vacant land currently designated as Light Industrial in the City of Perris General Plan. The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. The project site consists mainly of leveled farmland, part of which was previously a sod farm. The project site is currently leased to a farmer who plants winter wheat and plows the weeds year round. Adjacent to the project site are agriculture fields to the east and northeast, a commercial site and vacant land to the west, and existing industrial development to the north and south. (**Figure 3.0-2**)

Access to the site is provided by Interstate 215 to the west. There are two existing freeway interchanges which will service the project site, one at the Ramona Expressway and Interstate 215, and one at Harley Knox Boulevard (formerly Oleander Avenue) and Interstate 215. These freeway interchanges are located approximately one mile and two miles northwest of the site, respectively.





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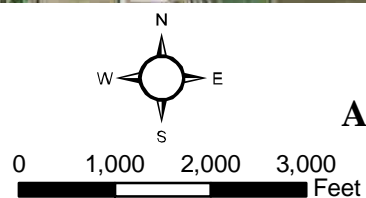


Figure 3.0-2
Aerial View of Project Area

Project Description

The proposed project is an approximately 1,191,080-square-foot distribution center on approximately 61.63 gross acres. The proposed building will have a maximum building height of approximately 44 feet and the elevations at the project site range between approximately 1,470 and 1,490 feet mean sea level. The project also includes approximately 720 standard parking spaces, 13 handicapped parking spaces and 353 trailer parking spaces. The MWD property would be leased for use as overflow parking (approximately 2.6 acres). (**Figure 3.0-3, Conceptual Site Plan**)

The proposed project includes the following land use applications: Zone Change 07-0117; Development Plan No. 07-0119; and Agricultural Diminishment 07-0118.

Zone Change No. 07-0117 (ZC 07-0117) is a proposal to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).

Development Plan No. 07-0119 (DPR 07-0119) is an application to develop an approximately 1,191,080-square foot distribution center on approximately 61.63 gross acres. (**Figure 3.0-3**).

Agricultural Diminishment 07-0118 (AD 07-0118) proposes to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

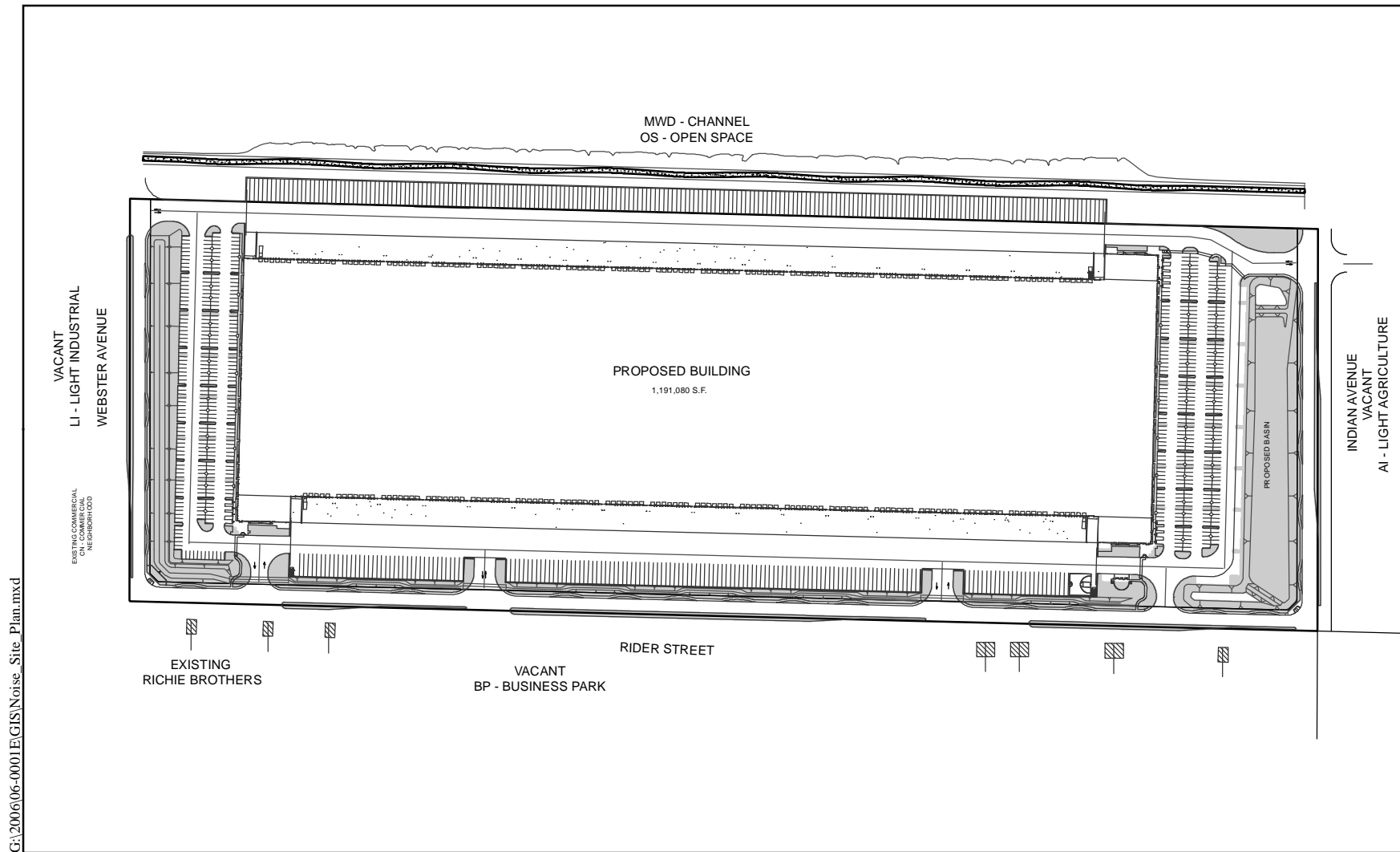
The proposed project is speculative. Speculative development means the applicant is constructing the building which will then be sold to other individual businesses or companies to own. The applicant will not own or operate the businesses which will ultimately occupy the site. Therefore, the specific occupants or specific uses of these buildings are not known at this time.

Approximately 75,000 cubic yards of import soils are needed for grading the site. Approximately 171,000 cubic yards of cut/fill will be generated on site, as well. A borrow site will be utilized for the import of soil; and although a specific borrow site has not been identified for the proposed project at this time, it is expected that it will be within a 10-mile radius.

The proposed project may require utility services provided by these purveyors:

Purveyor	Type of Services
Eastern Municipal Water District	potable water, sewer
Verizon	telephone
Southern California Edison	electricity
Southern California Gas Company	natural gas
CR&R Waste Services	solid waste disposal

The project is proposed to connect to the existing 14-inch diameter waterline in Rider Street. The project is also proposed to connect to the existing 8-inch diameter sewerline in Indian Avenue.



**Figure 3.0-3
Conceptual Site Plan**

Project Objectives

A clear statement of project objectives allows for the analysis of reasonable alternatives to the proposed project. A range of reasonable alternatives, both on and off site, that would feasibly attain most of the basic project objectives, while avoiding or substantially lessening the significant effects of the project, must be analyzed per CEQA Guidelines Section 15126.6. The Rados Distribution Center – Perris project will meet the following project objectives:

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

Discretionary Actions and Approvals

The DEIR serves as an informational document for use by public agencies, the general public, and decision makers. This DEIR discusses the impacts of development pursuant to the proposed project and related components and analyzes project alternatives. This DEIR will be used by the City of Perris and responsible agencies in assessing impacts of the proposed project.

The following public entities and/or agencies may use this DEIR when considering the project:

- **City of Perris Planning Commission**
 - a) Recommendation to the City of Perris City Council for Certification of the Final Environmental Impact Report for the project.
 - b) Recommendation to the City of Perris City Council regarding approval of Zone Change 07-0117 (ZC 07-0117) to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).
 - c) Recommendation to the City of Perris City Council regarding approval of Development Plan Review 07-0119 (DPR 07-0119) for an approximately 1,191,080-square foot distribution center on approximately 61.63 gross acres.
 - d) Recommendation to City of Perris City Council regarding approval of Agricultural Diminishment 07-0118 (AD 07-0118) to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

- **City of Perris City Council**

- a) Certification of the Final Environmental Impact Report.
- b) Approval of Zone Change 07-0117 to change the zoning on the project site from A1 (Light Agriculture) to LI (Light Industrial).
- c) Approval of Development Plan 07-0119 for an approximately 1,191,080-square foot distribution center, parking lot with detention basin, and connection to off-site water and sewer infrastructure on approximately 61.63 gross acres.
- d) Approval of Agricultural Diminishment 07-0118 (AD 07-0118) to remove the subject property from the Perris Valley Agricultural Preserve No. 1, Map No. 56.

Other actions and permits may be needed to implement this project, including:

- **California Department of Transportation (Caltrans)**

- a) Issuance of encroachment permits related to street improvements within their rights-of-way.

- **Eastern Municipal Water District**

- a) Approval and construction of infrastructure (water and sewer) improvements.

- **Regional Water Quality Control Board**

- a) Issuance of a National Pollutant Discharge Elimination System (NPDES) Construction Permit (Order No. 99-08-DWQ).

- **Riverside County Airport Land Use Commission**

- a) Consistency Review

- **Riverside County Flood Control and Water Conservation District**

- a) Approval of hydrology/storm water drainage system.
- b) Provide the terms and conditions of design, construction, inspection, transfer of rights-of-way, project credit in lieu of charges and reimbursement schedule which may apply to Perris Valley Area Drainage Plan facilities constructed as part of this project.

Non-discretionary actions anticipated to be taken by the City at the Staff level as part of the proposed project include:

- Approval of a Storm Water Pollution Prevention Plan (SWPPP) to mitigate site runoff during construction.
- Approval of a Water Quality Management Plan (WQMP) to mitigate for post-construction runoff flows.

4.1 AGRICULTURAL RESOURCES

Potential impacts related to agricultural resources were found to be potentially significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion regarding impacts to agricultural resources is related to the potential impacts from the conversion of designated farmland to non-agricultural uses, conflicts with existing zoning for agricultural use or a Williamson Act contract, and other changes to the existing environment that could result in conversion of farmlands to non-agricultural uses.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- Albert A. Webb Associates, *California Agricultural Land Evaluation and Site Assessment of the Rados Distribution Center – Perris Project Site*, January 2009. (Appendix B)
- California Department of Conservation, *Farmland of Local Importance*. (Available at www.consrv.ca.gov/dlrp/fmmp/Documents/Local_definitions_00.pdf, accessed on February 4, 2009.)
- California State Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, *Riverside County Important Farmland 2006, Sheet 1 of 3*. (Available at www.conservation.ca.gov/dlrp/Pages/Index.aspx, accessed on February 4, 2009.)
- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on December 9, 2008.)
- City of Perris, *City of Perris General Plan 2030 Draft EIR*, October 2004. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 21, 2009.)
- County of Riverside, *Riverside County Integrated Project General Plan*, Adopted October 7, 2003. (Available at the Riverside County Planning Department and at www.rctlma.org/genplan/default.aspx, accessed on February 4, 2009.)
- LOR Geotechnical Group, Inc., *Phase I Environmental Site Assessment, 55.8± Acres NWC of Indian Avenue and Rider Street Perris, California*, December 23, 2002. (Appendix G)
- Riverside County Agricultural Commissioner's Office, *Riverside County 2007 Agricultural Production Report*. (Available at www.rivcoag.org/opencms/system/galleries/download/publications/2007_Annual_Crop_Report.pdf, accessed on February 4, 2009.)
- U. S. Department of Agriculture. Soil Conservation Service, *Soil Survey, Western Riverside Area, California*, November 1971. (Available at www.soils.usda.gov/survey/online_surveys/california/, accessed on January 28, 2009.)

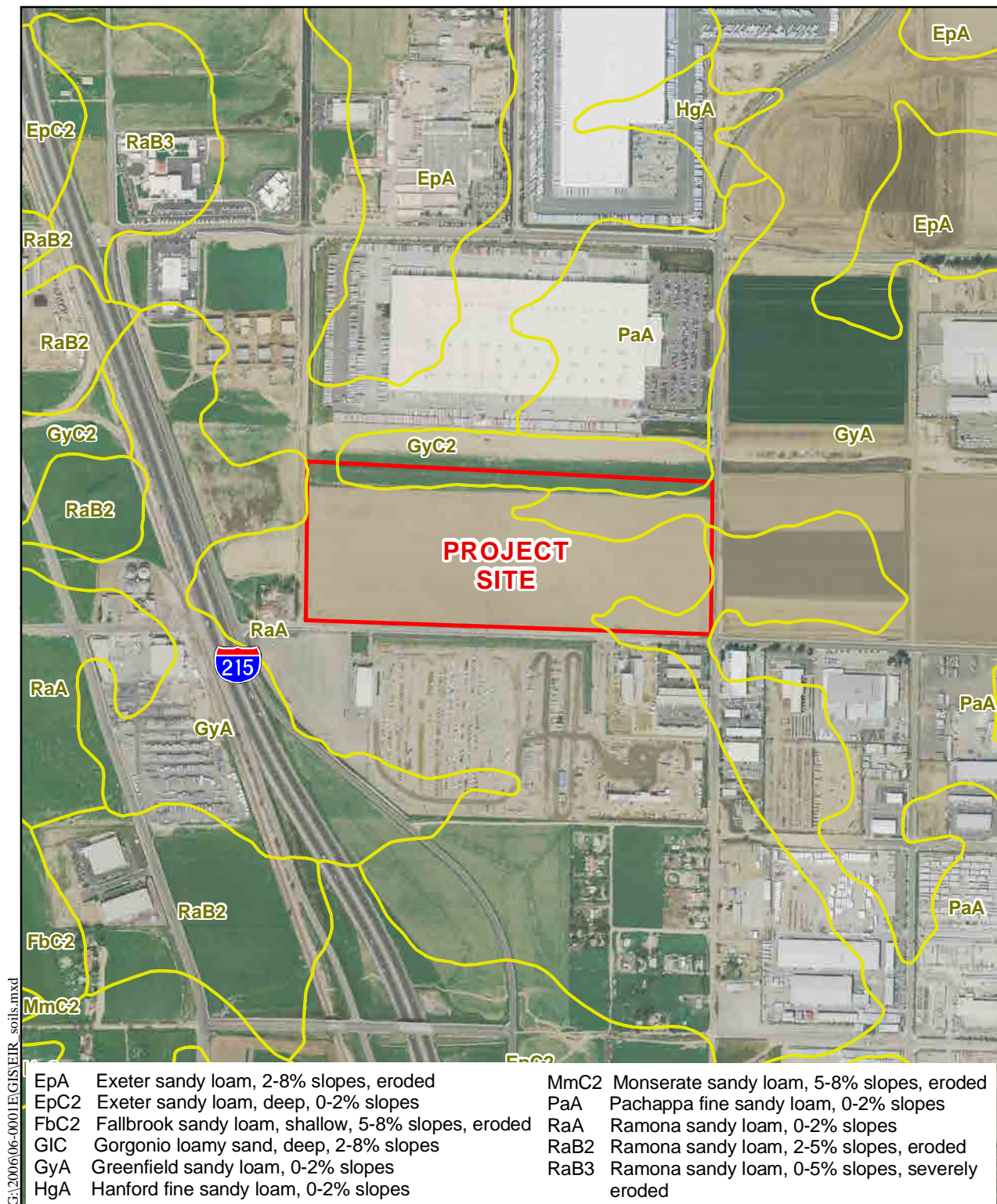
Setting

The project site is approximately 62 acres within the City of Perris, Riverside County, California. The project site consists of relatively flat, vacant farmland, ranging in elevation from approximately 1,470 feet above sea level to 1,490 feet above sea level, sloping slightly toward the southeast. The project site has been heavily disturbed by activities associated with agriculture. As indicated in the Phase I Environmental Site Assessment (Appendix G), the project site has been used for agricultural purposes for as far back as 1949. Since then most of the project site has been used for sod farming. The sod farming operations no longer occur on the project site.

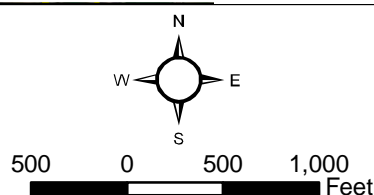
Agriculture has long been a major foundation of the economy and culture of Riverside County and remains a thriving part of the County of Riverside. However, in recent years, its role has been diminishing in the western portion of the County. While some agriculturally productive lands have been lost to other forms of development, other lands have been brought into agricultural production. As indicated in the Riverside County 2007 Agricultural Production Report, agricultural production represented a total gross valuation of \$1.10 billion in 2006, which was a 5.6 percent decrease from the 2005 gross value of \$1.17 billion. In 2007, total gross valuation increased to \$1.26 billion. Total planted acreage in Riverside County decreased 8.2 percent from 223,848 acres in 2005 to 205,437 acres in 2006. In 2007, total planned acreage further decreased to 203,469 acres.

Soils

According to the Soil Survey, Western Riverside Area, California, published by the U.S. Department of Agriculture, Soil Conservation Service (now the Natural Resources Conservation Service), the project site has one soil association on site, the Hanford-Tujunga-Greenfield association. The United States Department of Agriculture has identified three soil types on site. These soil types are: Greenfield sandy loam (GyA), 0-2 percent slopes; Greenfield sandy loam (GyC2), 2-8 percent slopes, eroded; Pachappa fine sandy loam (PaA), 0-2 percent slopes; and Ramona sandy loam (RaA), 0-2 percent slopes. The location of each soil type is shown in **Figure 4.1-1, Soils Map**. Refer to **Table 4.1-A, Soil Associations on Rados Distribution Center – Perris Project Site**, for more details on individual soil types.



Source: NRCS SSURGO 2.2, 2008
Digital Globe, March 2008



**Figure 4.1-1
Soils Map**

Table 4.1-A
Soil Associations on Rados Distribution Center – Perris Project Site

MAP SYMBOL	MAPPING UNIT	LAND CAPABILITY UNIT (LCC)	EROSION SUSCEPTIBILITY	RUNOFF POTENTIAL	STORIE INDEX RATING	SHRINK/ SWELL POTENTIAL
GyA	Greenfield sandy loam, 0–2 percent slopes	I-1 (19) Irrigated	Moderate	Medium	90	Low
GyC2	Greenfield sandy loam, 2–8 percent slopes, eroded	Ile-1 (19)	Slight to moderate	Slow to medium	81	Low
PaA	Pachappa fine sandy loam, 0–2 percent slopes	I-1 (19) Irrigated	Slight	Slow	95	Low
RaA	Ramona sandy loam, 0–2 percent slopes	I-1 (19) Irrigated	Slight	Slow	77	Low

* The information in this table is derived from the USDA Soil Survey report prepared for Western Riverside County.

Designated Farmland

“Designated Farmland” is a resource based on soil types which is mapped by the California Department of Conservation. The Department of Conservation maps important farmland across the state. Based on the Department of Conservation maps for Western Riverside County, the project site is identified as having Prime Farmland and Farmland of Local Importance. Prime Farmland encompasses approximately 57.9 acres of the project site, and Farmland of Local Importance encompasses approximately 6.1 acres of the project site.

Land must meet land use and soil criteria to be mapped as Prime Farmland or Farmland of Statewide Importance. To meet the land use criteria, the land has been used for irrigated agricultural production at some time during the four years prior to the designated farmland date. To meet the soil criteria, the soil must meet the physical and chemical criteria for Prime Farmland or Farmland of Statewide Importance as determined by the USDA Natural Resources Conservation Service (NRCS). NRCS compiles lists of which soils in each survey area meet the quality criteria. Factors considered in qualification of a soil by NRCS include, but are not limited to: water moisture regimes, soil temperature range, acid-alkali balance, soil sodium content, flooding, erodibility, and soil rooting depth.

The California Department of Conservation defines “Farmland of Local Importance” as land of importance to the local economy, as defined by each county's local advisory committee and adopted by its Board of Supervisors. Farmland of Local Importance is either currently producing, or has the capability of production, but does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Authority to adopt or to recommend changes to the category of Farmland of Local Importance rests with the Board of Supervisors in each

county. As indicated in the Riverside County General Plan (Open Space Element, Chapter 5, OS-14), these soils have locally significant economic importance, and include the following: “lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water; lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat; lands producing major crops for Riverside County but that are not listed as Unique Farmland crops (including permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon; dairylands including corrals, pasture, milk facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more; lands identified by the County with Agriculture land use designations or contracts; and lands planted with jojoba that are under cultivation and are of production age.”

The City of Perris General Plan land use designation of the project site is primarily “Light Industrial”; with the northern approximately 155 feet of the project site, located within an MWD parcel, having a General Plan land use designation of “Public/Semi-Public Facilities/Utilities.” The project site is currently zoned A1 (Light Agriculture) and open space (**Figure 4.9-2, Zoning** and **Figure 4.9-3, General Plan Land Use Designations**).

Groundwater

As discussed in more detail in Section 4.8 (Hydrology and Water Quality) of this DEIR, the proposed project site is located within the jurisdiction of the Eastern Municipal Water District (EMWD), and the northern portion of EMWD’s service area covers the San Jacinto River Watershed. The San Jacinto Watershed covers an area of approximately 728 square miles, measured above a point just downstream from Railroad Canyon Dam. The project site is located within the bounds of the West San Jacinto Groundwater Basin, specifically the North Perris subbasin. The West San Jacinto Groundwater Basin lies within alluvium-filled valleys carved into the elevated bedrock plateau of the Perris Block. The San Jacinto and Casa Loma fault zones are the major geologic features that bound and/or crosscut many of the groundwater basins in this region, and typically are effective barriers to groundwater flow.

Eight groundwater management zones have been delineated within the San Jacinto Groundwater Basin, the project site is within the Perris North Management Zone (PNMZ). The PNMZ is located north of the San Jacinto River, and is bound by the impermeable, crystalline bedrock outcrops that compose the surrounding mountains and hills, which provide effective hard rock barriers to groundwater flow. The PNMZ is managed by EMWD under the West San Jacinto Groundwater Management Plan, which provides for establishment of an advisory committee; prioritizes the sub-basins (including the PNMZ); and evaluation of groundwater resources including establishing groundwater quality, level, and extraction monitoring.

Groundwater is available for agricultural use and was used for previous agricultural activities at the project site.

Soil Agricultural Capacity

Table 4.1-A, Soil Associations on Rados Distribution Center – Perris Project Site, provides Storie Index ratings and soil capability units for each soil type that occurs on the site and shown

in **Figure 4.1-1, Soils Map**. The Storie Index identifies the relative degree of suitability, or value of a soil for general intensive farming. The rating is based only on soil characteristics, such as depth, texture of the surface soil, density of subsoil, drainage, salts and alkali, and relief. Other factors which determine the desirability of growing specific crops, such as availability of water for irrigation, climate, and distance from markets, are not considered in establishing the Storie Index Rating. Soils are placed in grades according to their suitability for farming as shown by their Storie index ratings. The six grades, their range in index ratings, and farming suitability are described in **Table 4.1-B**.

**Table 4.1-B
Storie Index Rating**

Grade	Index Rating	Suitability for Agriculture
1	80 to 100	Soils have few or no limitations that restrict their use for crops.
2	60 to 79	Soils suitable for most crops but have minor limitations that narrow the choice of crops and have few special management needs.
3	40 to 59	Soils suited to a few crops or to special crops and require special management.
4	20 to 39	Soils severely limited for crops.
5	10 to 19	Soils generally not suited to cultivated crops, but can be used for pasture and range.
6	Less than 10	Soils and land types generally not suited to farming.

As shown above in **Table 4.1-A, Soil Associations on Rados Distribution Center – Perris Project Site**, the soils on the project site have Storie Index ratings ranging from 77 to 95. **Table 4.1-B** shows that the project site has Grade 1 and Grade 2 suitability for agriculture.

Soil capability, another measure of the agricultural value of soils, is rated in eight classes. In a general way, these capability groupings show the suitability of soils for most kinds of field crops. They are made according to the limitations of the soils when used for field crops, the risk of damage when they are used, and the way they respond to treatment. The grouping does not take into account major and generally expensive land-forming that would change slope, depth, or other characteristics of the soils; does not take into consideration possible but unlikely major reclamation projects; and does not apply to horticultural crops, or other crops requiring special management. In addition to the capability class, there are also identified subclasses and units, which identify the nature of the limitations responsible for placement of the soils in the capability class.

Capability Classes, the broadest groups, are designated by Roman numerals I through VIII. The numerals indicate progressively greater limitations and narrower choices for practical use, defined as follows:

Class I soils have few limitations that restrict their use.

Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.

Class V soils are not likely to erode but have other limitations, impractical to remove, that limit their use largely to pasture, range, woodland, or wildlife. (None in the Western Riverside Area)

Class VI soils have severe limitations that make them generally unsuitable to cultivation and limit their use largely to pasture or range, woodland, or wildlife.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife, or water supply, or to esthetic purposes.

The soils found on the project site include Class I and II soils, which indicate that the site soils classes have few limitations that will affect agricultural uses.

Related Regulations

The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. It allows landowners to enter into ten-year contracts with local governments and in return receive lower property tax assessments.

Administration of the agricultural preserve program in the City of Perris involves two sets of records; one being the contract between the property owner and the City of Perris (or the County of Riverside if the subject property was within unincorporated Riverside County at the time the contract was executed), and the other being agricultural preserve maps establishing the boundaries of lands under contract. Contracts are valid for an initial period of ten years and automatically renew each year to maintain a ten-year life. The property owner may file a Notice of Non-renewal, stopping the automatic annual renewals and placing the contract in a status in which it runs out over the remaining life of the contract until the contract expires. Alternately, a property owner may request the cancellation of a contract, which is subject to an approval process and cancellation fees (also referred to as "penalties"), to provide an immediate end to the contract. When a Notice of Non-renewal has matured (i.e., the remaining years have run out and the property is no longer subject to the contract) or a cancellation occurs, removal of the subject land from the affected agricultural preserve requires a separate action to amend the official agricultural preserve maps by diminishing or disestablishing the agricultural preserve.

Per state law, the local jurisdiction's general plan land use designation and zoning for any piece of property must be consistent. The Land Use Element of the City of Perris General Plan is a 30-year guide for local government decisions on growth, capital investment, and physical development in the City of Perris. The Land Use Element is comprised of four sections: Existing

Conditions; Issues, Opportunities, and Constraints; Land Use Plan; and Strategy for Action. The City of Perris is divided into ten Planning Areas for purposes of analysis in Existing Conditions. The project site is located within Planning Area 3. This area contains land currently under agricultural cultivation. While the zoning code includes an Agricultural zoning designation, there is no corresponding agricultural land use designation in the General Plan. These agricultural lands could be converted to uses that generate revenue and create jobs within the City.

The City of Perris General Plan land use designation of the project site is primarily “Light Industrial”; with the northern approximately 155 feet of the project site, located within an MWD parcel, having a General Plan land use designation of “Public/Semi-Public Facilities/Utilities.” The project site is currently zoned A1 (Light Agriculture) and open space.

General Plan Policies

Goal I – Agricultural Resources: Orderly conversion of agricultural lands.

Policy I.A – Establish growth management strategies to ensure the proper timing and economics provisions for utilities, major streets and other facilities so that orderly development will occur.

Implementation Measure 1.A.1 – Revise the capital facilities fee program so that all infrastructure construction and improvements attributable to new development are fully funded.

Implementation Measure 1.A.2 – Require that development application for projects over 100 acres or more include master plans with backbone infrastructure paid for and installed by the developer.

Design Considerations

No specific design measures will be implemented that would avoid or reduce significant impacts to agricultural lands or operations.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to agricultural resources may be considered potentially significant if the project would:

- convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to farmland mapping and monitoring program of the California resource agency, to non-agricultural use;
- conflict with existing zoning for agricultural use, or a Williamson Act contract; and/or
- involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural uses.

Environmental Impacts Before Mitigation

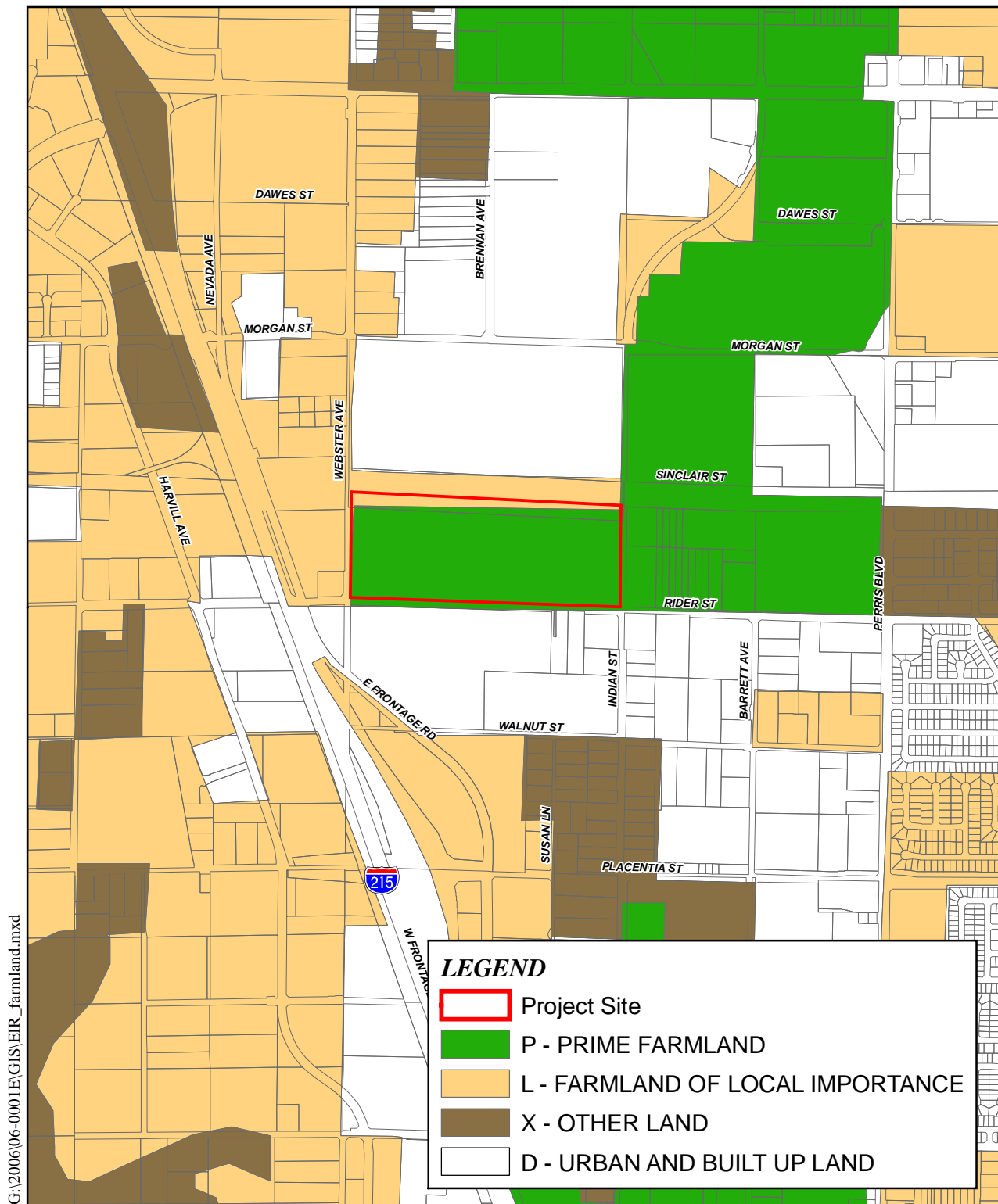
Threshold: *The proposed project would convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resource agency, to non-agricultural use.*

Designated Farmland is a resource based on soil types which is mapped by the California Department of Conservation. The Department of Conservation maintains maps identifying important farmland across the state. Based on the maps for Western Riverside County, the entire project site is identified as a mix of Prime Farmland and Farmland of Local Importance. Prime Farmland includes lands with the best combination of physical and chemical features for the production of agricultural crops, and encompasses approximately 58 acres of the project site. Farmland of Local Importance encompasses approximately 6 acres of the project site (**Figure 4.1-2, Farmland Designations**). The proposed project does not accommodate the preservation of these designated Farmlands.

In order to determine the significance of this loss of designated Farmland, the CEQA Guidelines Appendix G suggests the use of the Department of Conservation’s Land Evaluation and Site Assessment (LESA) model to assess the significance of conversion of agricultural lands. For the purposes of evaluation in this EIR, the LESA model is used as the tool to assess the significance of this threshold. The LESA evaluation (Appendix B of this document) was completed utilizing the procedures set forth in the *California Agricultural Land Evaluation and Site Assessment Model* (“LESA Manual”) developed by the California Department of Conservation.

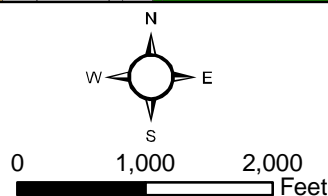
Development of the proposed project will convert approximately 58 acres of Prime Farmland and approximately six acres of Farmland of Local Importance into non-agricultural land uses. The impacts of this conversion are also addressed in the Cumulative Impact Analysis in Section 6.0 of this document. The LESA model was used to analyze the significance of the conversion of agricultural lands to urban uses on the project site. The project site was evaluated through the LESA model on several factors related to agricultural suitability. Soil types, soil characteristics, relative project size, water availability, and surrounding uses related to agriculture were all factors used to “rate” the project site based on its “agricultural value.” The LESA model utilizes a rating system based on 100 possible points to evaluate each of these factors, and then weights them to comprise a final score which ultimately describes the agricultural value of the project site. See Appendix B of this document for a full discussion of the LESA analysis of the proposed project.

The proposed project site scored 44.7 out of 50 points on the Land Evaluation (LE) section which relates soil types and characteristics to agriculture. The proposed project site scored 28.5 out of 50 for its Site Assessment (SA) characteristics which consider items such as water availability, project site, and surrounding agriculture. The final LESA model score for the proposed project site was 73.2 out of 100. This score of 73.2 resulted in a scoring decision of “Considered Significant unless either LE or SA subscore is less than 20 points” pursuant to the LESA Manual. The Rados Distribution Center – Perris Project Site attained a score of 73.2 and both the LE and SA subscore exceeded 20 points. This LESA model score indicates that conversion of agricultural lands on the project site will be considered a **significant impact**.



Source: CA Dept. of Conservation,
FMMP, 2004

**Figure 4.1-2
Farmland Designations**



Contributing to these LESA scores was the fact that slightly more than a third of the surrounding project area within a one-quarter mile radius of the project site, 38.4 percent, is currently in active agriculture, or is former agricultural land that has not yet been committed to non-agricultural uses through the approval of a development application¹. It should be noted that although existing agricultural land within the City of Perris Planning Area 3 has not yet been formally committed to non-agricultural use through formal approval of development applications, it has all been designated for urban density land uses by the City of Perris General Plan.

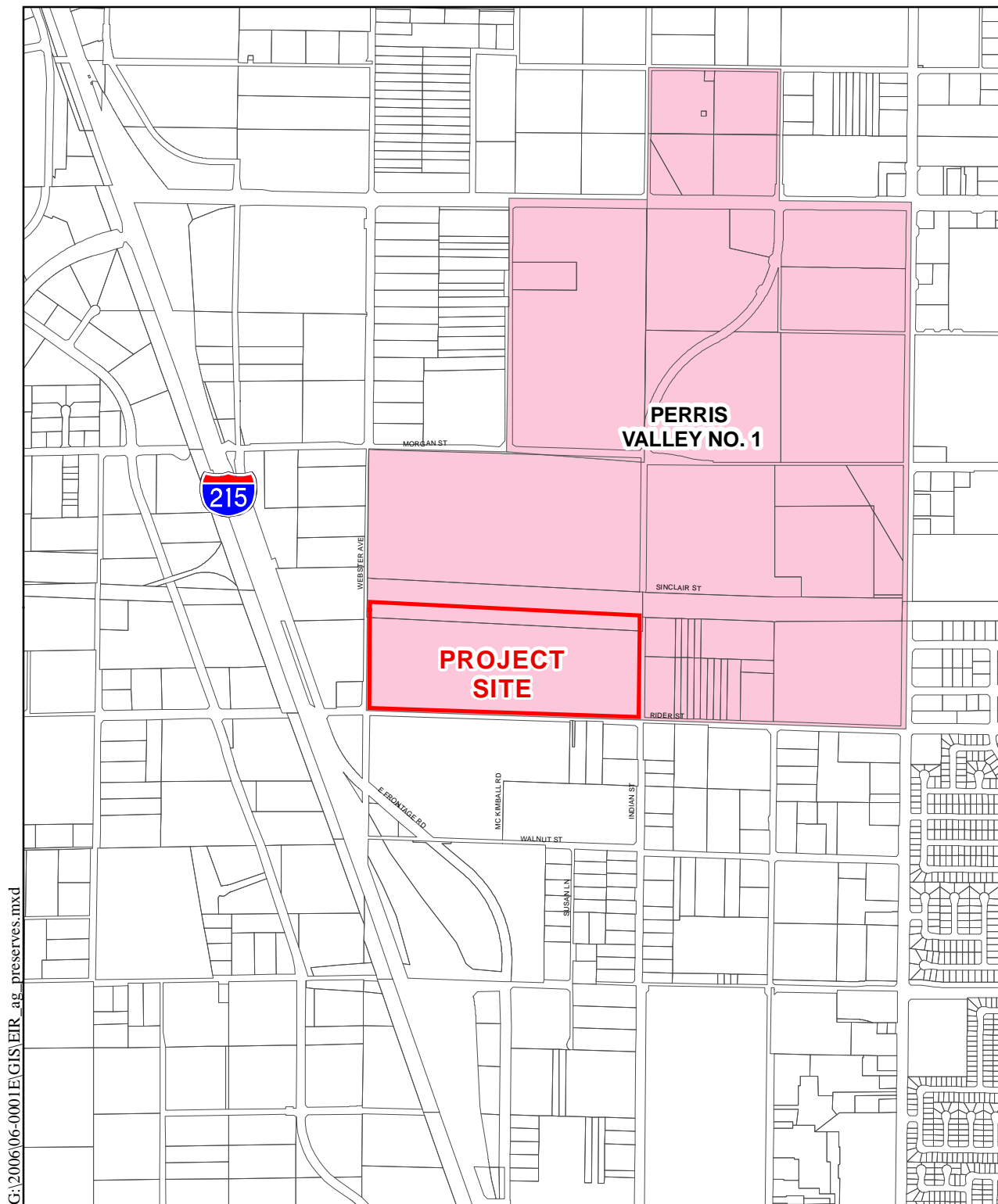
The project site is located within an area that is converting from agriculture to non-agricultural uses; nevertheless, the existence of accessible groundwater, favorable soil types, and surrounding agriculture makes the project site farmland conversion significant pursuant to the LESA model. Therefore, the project would have **significant environmental impacts** as it would convert Prime Farmland, as identified on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to non-agricultural use.

Threshold: *The proposed project could conflict with existing agricultural use or a Williamson Act contract.*

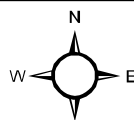
The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. The project site consists mainly of leveled farmland, part of which was previously a sod farm, and is currently being used for winter wheat crop production. Adjacent to the project site are agriculture fields to the east and northeast, a commercial site and vacant land to the west, and existing industrial development to the north and south. The project site is currently under an active Williamson Act contract and located within the Perris Valley Agricultural Preserve No. 1. Additionally, the Perris Valley Agricultural Preserve No. 1 includes parcels to the south, southeast, east, and northeast of the project site (**Figure 4.1-3, Agricultural Preserves**).

As indicated in the *California Agricultural Land Evaluation and Site Assessment of the Rados Distribution Center – Perris Project Site* prepared for the project (Appendix B), approximately 150 acres of the 394 acres within a one-quarter mile radius of the project site are currently under active agriculture; of which, only approximately 68 acres are under an active Williamson Act contract.

¹ The LESA Model prepared for the proposed project utilized the discussion contained within the *California Agricultural Land Evaluation and Site Assessment Model Instruction Manual* prepared by the California Department of Conservation (1997) for identifying “land committed to nonagricultural use.” Pursuant to this discussion; for land to be considered committed to nonagricultural uses, the land must be permanently committed by local elected officials to nonagricultural development by virtue of decisions which cannot be reversed simply by a majority vote of a city council or county board of supervisors. Thus the “committed” land must be so designated in an adopted local general plan, and must also have received tentative subdivision approval; tentative or final parcel map approval, a recorded development agreement, or an equivalent approval. Zoning by itself or a general plan designation by itself does not qualify as a permanent commitment.



Source: Riverside County GIS,
March 2008



1,000 0 1,000
Feet

Figure 4.1-3
Agricultural Preserves

According to the City of Perris General Plan, potential conflicts between new development and existing agricultural land uses occur when new development, by its nature, precludes or interferes with the continued agricultural use of adjacent or nearby land. Agriculture has a long history in the Perris Valley, and fifty-two percent of the land is still identified with current or former agricultural uses. Conversion of agricultural areas to urbanized uses includes a number of issues including isolated or “leapfrog” development, diminishing open space buffers, and land use compatibility. The viability of agriculture in Perris is based primarily on economics. Urban and rural residential developments offer greater profits due to the present high demand for housing in this region, and because Perris’ climate requires extensive irrigation.

The project area (Planning Area 3) currently consists of agricultural-zoned land that represents 42% of the City’s agricultural zoning, although there is no agricultural land use designation in the General Plan. The largest land use designation within Planning Area 3 is Light Industrial. The General Plan plans to expand the light industrial and commercial land uses due to the close proximity to Interstate 215, a cargo airport, rail lines, and other commercial and industrial land uses. Conversion of agricultural land to light industrial and commercial uses is compatible with surrounding land uses and consistent with the General Plan with the intention of promoting economic growth within an undeveloped area in the City of Perris. The project includes a Change of Zone from A1 (Light Agricultural) to LI (Light Industrial) which would be consistent with the General Plan, and General Plan Policy IV.A, to make the General Plan and zoning consistent with each other. Therefore, the proposed project is considered to be consistent with the Land Use Plan set forth in the General Plan. Once the Change of Zone is approved, the project will be consistent with the proposed zoning and development standards established for the project.

Proximity to the Interstate 215 corridor suggests conversion of agricultural land, over the long term, to uses that are compatible with surrounding commercial and industrial uses. Conversion could enhance the economy of the City by attracting new uses that complement the existing Lowe’s and Ross distribution centers and provide jobs for local residents. Nearby residential development may support some level of retail uses in this planning area. This area contains land currently under agricultural cultivation. While the zoning code includes an Agricultural zoning designation, there is no corresponding agricultural land use designation in the City’s General Plan. These agricultural lands could be converted to uses that generate revenue and create jobs within the City. The proposed project is consistent with the goals for Planning Area 3, converting agricultural land to a light industrial distribution center, complementing surrounding light industrial development, and creating additional jobs for surrounding residential development. This project will be compatible with no significant adverse impacts to the applicable policy set forth in the City of Perris General Plan. Therefore, the project’s potential conflict with existing agricultural uses is expected to be limited and **less than significant**.

Furthermore, as described in the EIR prepared for the City of Perris General Plan 2030 (Page VI-3), the 1991 General Plan Land Use Element redesignated all agricultural lands for uses other than agriculture. Some of the remaining land zoned for agricultural use is subject to a Williamson Act contract.

The proposed project site contains one parcel and a portion of another totaling approximately 62 acres (303-050-002 and portion of 303-050-003). One of these parcels is currently subject to an active Williamson Act contract and is located within Perris Valley Agricultural Preserve No. 1, Map No. 56. A Notice of Non-renewal was filed with the City of Perris for the 55± acre parcel located on the northeast corner of Rider Street and Webster Avenue (APN 303-050-002) which will result in the ultimate expiration of the Williamson Act contract applicable to this parcel.

A Request for Diminishment of Perris Valley Agricultural Preserve No. 1 was submitted to the City on April 12, 2007. If the proposed project is approved, the City Council will adopt a resolution, which will cancel the Williamson Act contract applicable to APN 303-050-002 and diminishing the Perris Valley Agricultural Preserve No. 1 by removing that parcel from the boundaries of the agricultural preserve. The other parcel within the project site, 303-050-003 is not currently subject to active Williamson Act contract.

Therefore, under these circumstances, the project will have **less than significant** environmental effects because it would not conflict with an existing Williamson Act contract.

Threshold: *The proposed project involves other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.*

The project includes the conversion of designated farmland to non-agricultural uses. Other than direct conversion of on-site designated farmland to non-agricultural uses, as discussed above, improvements to several of the project area roadway intersections, as well as improvements to the region's utilities (water and sewer), could have an impact on the remaining agricultural lands within the vicinity of the project area.

The project site is located in an area that has historically and currently consists of agricultural uses. The project includes improvements to surrounding roadways, which will help to alleviate the additional traffic volumes as a result of project implementation. The project site is surrounded by existing roadways, which provide access to and from the project site and the City. Because access to the adjacent agricultural sites to the west, north, northwest, south and southeast is not limited, these circulation improvements should not create any additional opportunities to convert these lands to urban uses.

The project site consists of approximately 61.63 acres located at the northeast corner of Rider Street and Webster Avenue, in the City of Perris. The project site is rectangular in shape and is bounded by Webster Avenue on the west, Rider Street on the south, and Indian Avenue on the east. The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. Adjacent to the project site are agriculture fields to the east and northeast, a commercial site and vacant land to the west, and existing industrial development to the north and south. As described in Section 4.13 (Transportation and Traffic) of this DEIR, the proposed project will include improvements to Indian Avenue, Rider Street, and Webster Avenue along the project frontage. Therefore, any road improvements associated with the project will not cause the direct conversion of farmland to non-agricultural use. The adjacent agricultural sites to the east and northeast have sufficient existing access from existing roads.

Water and wastewater treatment service will be provided by Eastern Municipal Water District (EMWD). EMWD provides water treatment services to the project site and the surrounding area. The project will connect to an existing 14-inch diameter water line located in Rider Street. Some additional water lines will be constructed within and adjacent to the boundaries of the proposed project in order to extend water service from the existing water line in Rider Street to new service points within the project.

EMWD will provide sewer service to the project via an existing 8-inch diameter sewer line located in Indian Avenue, approximately 300 feet south of the project. EMWD has incorporated the extension of this 27-inch diameter sewer line in their Master Water and Sewer Plan. The line will extend into Rider Street and will also continue north on Indian Avenue. These facilities would be placed within road rights-of-way, and would have minimal environmental impacts. Sewage collected from these lines will be conveyed to EMWD's Perris Valley Regional Water Reclamation Facility, located west of the I-215 freeway and south of Highway 74.

The proposed project will not increase the likelihood of adjacent agricultural lands being converted to non-agricultural uses because, as indicated above, the project area is currently undergoing significant changes from agricultural land uses to more residential and commercial uses without the project. As discussed above, required roadway improvements will not result in the conversion of farmland to non-agricultural uses. Furthermore, the water and sewer extensions will not increase the likelihood of agricultural land conversion because there are existing facilities within close proximity to the project site and the project will not be extended past farmland that does not currently have access to existing water and sewer facilities. The proposed project does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use and therefore, potential impacts will be **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce to a level below significant the potential significant adverse impacts upon agriculture. Potential mitigation measures are addressed in the following discussion. No feasible mitigation measures were identified that could reduce the impacts from loss of agricultural lands to below the level of significance.

- **Place a conservation easement on alternative farmland, or place such alternative farmland under Williamson Act contract.** A conservation easement would place a permanent deed restriction on a piece of property allowing only agricultural uses on said property. A land trust then becomes the steward of that property. A conservation easement for the protection of agricultural lands is different than placing lands under conservation for biological habitat, because agriculture is a business. When a property is set aside to preserve habitat, a land trust is responsible for making sure the land is left alone as native habitat. Placing that natural land under permanent conservation does not economically burden the property owner, as that owner has likely been compensated for its purchase. However, the placement of a permanent restriction on a property that only allows for agriculture in

perpetuity, limits that property to one type of business. Continued agricultural production is dependent on economic and social factors that determine where, when and how long that business will stay in operation. Placing a piece of property under permanent agricultural use could cause future land use compatibility issues as surrounding lands are developed, as seen in the portions of City of Perris and nearby unincorporated Riverside County.

Even if feasible, the placing of alternative farmland under a conservation easement or under Williamson Act contract would establish a commitment to retain that alternative farmland for agricultural use. The length of time that alternative land will remain in agricultural use would be dependent upon the terms of the conservation easement (perpetual agricultural use) or Williamson Act contract (minimum 10 year term). However, the conservation easement or Williamson Act contract will only reduce the potential that the alternative land will convert to non-agricultural use. These documents cannot feasibly assure the land will actually be farmed. The individual and cumulative loss of agricultural land caused by the proposed project will still occur. Therefore, this mitigation measure will not reduce the proposed project's impacts upon agriculture to below the level of significance. For these reasons, placing alternative privately-held lands under permanent restriction through conservation easements is considered infeasible.

- **Pay a per-acre mitigation fee to be used for the acquisition of fee title to or development rights on farmland elsewhere.** The City of Perris does not have a program for the transfer of development rights from one property to another. The payment of a mitigation fee for the acquisition of fee title to or development rights from agricultural property would only have the effect of preventing use of property for non-agricultural purposes. It does not ensure that the land would be put to use for agricultural purposes. There would be no reduction in the individual or cumulative impacts resulting from the loss of agricultural land and uses on the project site. Thus, this potential mitigation measure would not reduce or eliminate the proposed project's impacts upon agriculture.
- **Sell and transfer soils from the project-site to another soil-poor site.** It is not feasible to sell and transfer the soils on the project site and relocate to another site in such a manner that would mitigate for the loss of farmland. This is because in order to duplicate the types of soils found on the project site on a different site, the entire soil profile (typically five feet deep) would need to remain intact and undisturbed while being removed and relocated. Additionally, the relocated soil will need to be compacted on the new site to match the soil conditions that existing before the soil was moved. Such precise soil profile movement and recreation is considered to be infeasible. Further, the majority of the project site is designated as Prime Farmland which represents the fact that the land has been used for irrigated agricultural production within the last four years and meets specific soil criteria. The designation of land as Prime Farmland, Farmland of Statewide Importance and Farmland of Local Importance is performed by the State Department of Conservation and therefore the even if the transfer of the soil profile from the project site to a soil-poor site could be accomplished; the designation of the new site as farmland could not be assured inasmuch any assessment of the future actions of the State Department of Conservation cannot be determined. Thus, the transfer of soil to another site would not reduce or eliminate the project's impacts on farmland.

The proposed project will convert agricultural lands as contemplated by the City of Perris General Plan.

No feasible mitigation exists to reduce or eliminate this impact, and a Statement of Overriding Consideration would be required prior to project approval.

Summary of Environmental Effects After Mitigation Measures Are Implemented

The implementation of this project will result in significant adverse environmental impacts from the conversion of Farmland to non-agricultural use. A Statement of Overriding Consideration would be required prior to project approval.

4.2 AIRPORT HAZARDS

Potential impacts related to airports were found to be potentially significant in the Notice of Preparation prepared for this project (Appendix A) as they related to consistency with an airport master plan and the potential safety hazards related to the site's proximity to March Air Reserve Base (MARB). The focus of the following discussion is related to the project's relation to the MARB.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- California Department of Transportation, Division of Aeronautics, *2002 California Airport Land Use Planning Handbook*. (Available at www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf, accessed on January 29, 2009.)
- City of Perris, *City of Perris General Plan 2030, Safety Element*, Approved October 25, 2005. (Available at the City of Perris Planning Department and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 29, 2009.)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 1998. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 2005. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)
- Mead & Hunt and Coffman Associates, Inc., *Riverside County Airport Land Use Compatibility Plan Document*, October 14, 2004. (Available at www.rcaluc.org/plan_new.asp, accessed on January 29, 2009.)
- Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Plan*, April 26, 1984. (Available at the Riverside County Airport Land Use Commission and at www.rcaluc.org/plan_old.asp, accessed on January 29, 2009.)

Setting

March Air Reserve Base

MARB was first acquired in 1918 by the U.S. Army when it was known as Alessandro Aviation Field. The airport was in active military service until 1996 at which time it was realigned to an Air Force Reserve Base. Currently, the airport is governed by the four-party Joint Powers Authority (JPA) including the County of Riverside and the cities of Moreno Valley, Riverside, and Perris. The JPA has created the March Inland Port to serve as a civilian cargo port capable of handling the largest of cargo planes. In addition, Boeing has been using the airport to test its large aircraft, including the Boeing-777.

MARB is located in an unincorporated portion of Riverside County southeast of the City of Riverside. It is located northwest of the Rados Distribution Center – Perris project site on the east side of Interstate 215. MARB is bordered by the City of Moreno Valley to the north and east, and by the City of Perris on the south. The 2005 update of the MARB Air Installation Compatibility Use Zone (AICUZ) Study summarized current and forecast aircraft activity at MARB. The AICUZ study states that there are 40,813 annual current military and civilian aircraft operations, with a total of 69,600 military, civilian and other aircraft operations forecast for MARB. Each arrival (landing) and departure (takeoff) is counted as a separate operation and closed pattern operations in which the aircraft conducts a “touch-and-go” landing (or a low approach and departure) are counted as two operations. Operations by based military aircraft include KC-10, KC-135, C-141 and C-17 aircraft. Transient military aircraft operations, consisting of a variety of aircraft, include aircraft arriving and departing MARB, operations by aircraft traveling through the area, and training operations conducted by aircraft based at other locations. Military-related civil operations include contract cargo flights for delivery of aircraft parts and maintenance supplies and contract passenger flights.

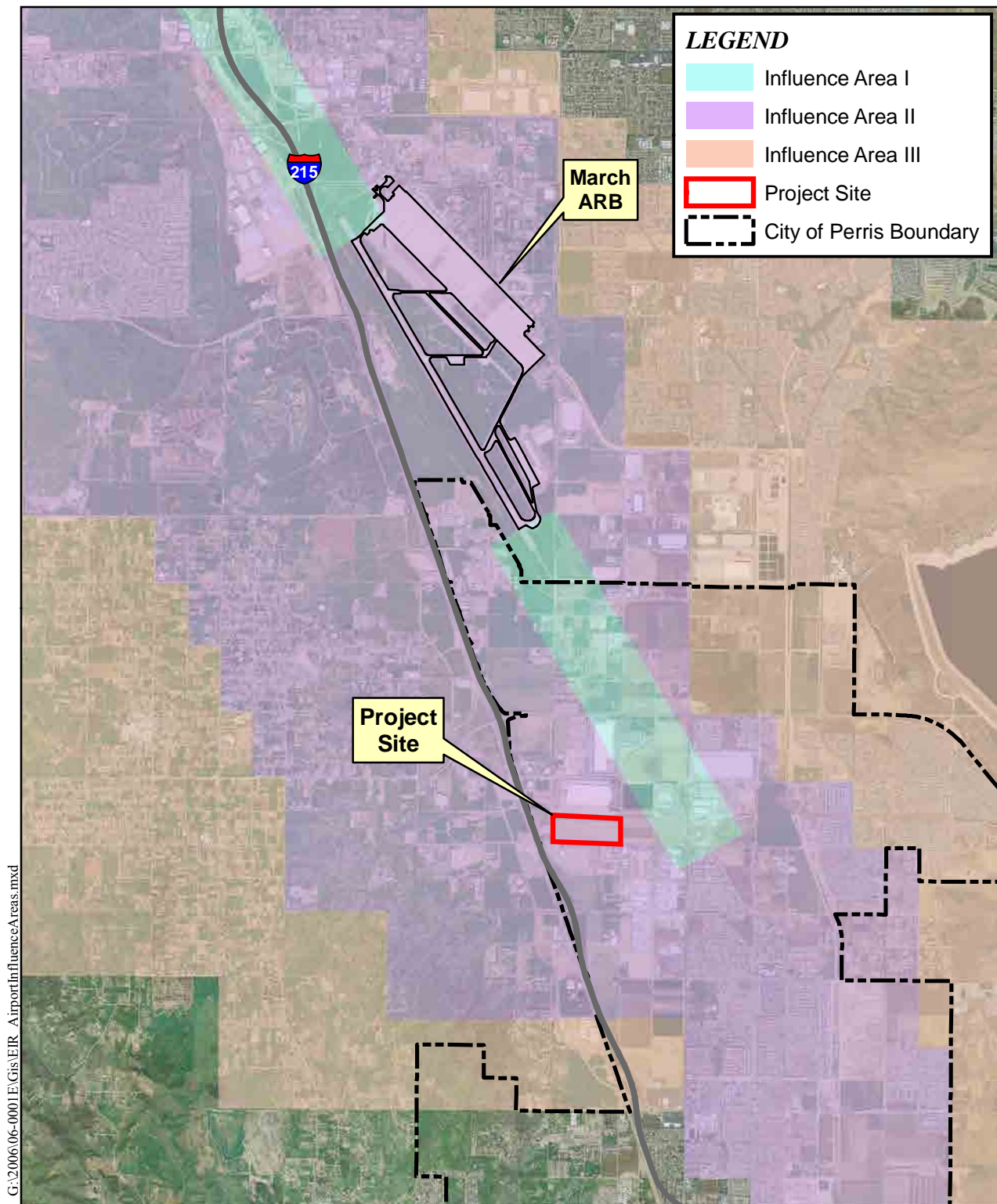
On April 26, 1984, the Riverside County Airport Land Use Commission (ALUC) adopted the Riverside County Airport Land Use Plan (ALUP). This plan established land use restrictions within the Airport-Influenced Areas that were adopted by the ALUC around airports in Riverside County. In 1986, airport-influenced areas were established around MARB (which was realigned and converted to MARB on April 1, 1996). The airport-influenced area around MARB is divided into three land use planning areas (Area I, Area II and Area III). Area I generally represents the imaginary approach surface defined by Federal Aviation Regulations Part 77 as the approach surfaces for the size and type of runways at the airport. Area II is defined by the ALUC as areas of significant safety concern due to aircraft maneuvering, ascending, descending, turning, and changing power settings when landing or taking off from the airport. Area III represents the outer boundary of the airport-influenced area. Areas I and II are considered to be a part of Area III (**Figure 4.2-1, March Air Reserve Base Influence Areas**).

Airport Safety Concerns

Safety is a factor in the interaction between airports and nearby land uses in three distinct ways:

- Protecting people and property on the ground.
- Minimizing injury to aircraft occupants.
- Preventing creation of hazards to flight.

Each of these concerns needs to be addressed in airport land use compatibility plans. The nature of each is summarized in the following discussion.



Sources: County of Riverside, 2008;
Digital Globe, March 2008.

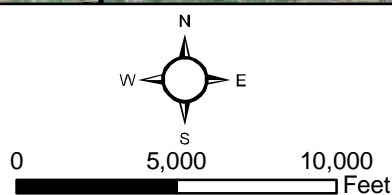


Figure 4.2-1
March ARB
Influence Areas

Protecting People and Property on the Ground

Protecting people and property on the ground from potential consequences of near-airport accidents is a fundamental land use compatibility objective. To accomplish this, some form of restrictions on land use is essential. Land use characteristics are the most important factors to consider in safety compatibility criteria. The potential severity of an off-airport accident is highly dependent upon the nature of the land use at the accident site. For the purposes of evaluating the relative risks presented by different land uses, three characteristics are most important.

- **Intensity of Use** – The most direct means of limiting the potential consequences of an off-airport aircraft accident is to limit the intensity of use. Intensity of use is measured in terms of the number of people which the development can attract per acre. This measurement service is a common denominator among various types of nonresidential uses. Except for certain especially risk-sensitive uses, as noted below, the degree of safety compatibility is usually considered the same for any two land uses of similar usage intensities.
- **Residential versus Non-residential Function** – Residential land uses are typically measured in dwelling units per acre, rather than people per acre. This is principally a practical measure to simplify implementation. However, residential uses are also normally afforded a comparatively higher degree of protection than non-residential uses. That is, for a given location, higher occupancy levels are permitted for non-residential uses than residential uses.
- **Sensitive Uses** – Certain other types of land uses are also commonly regarded as requiring special protection from hazards such as potential aircraft accidents. These uses fall into two categories:
 1. *Low Effective Mobility Occupancies*: Society normally seeks a high degree of protection for certain groups of people, especially children and the infirm. A common element among these groups is inability, either because of inexperience or physical limitations, to move out of harm's way. Among the types of land uses regarded as particularly risk-sensitive are elementary and secondary schools, day care centers, hospitals and nursing homes.
 2. *Hazardous Materials*: Functions, such as above-ground storage of large quantities of flammable materials or other hazardous substances which could substantially contribute to the severity of an aircraft accident if they were to be involved in one.

Minimizing Injury to Aircraft Occupants

In accidents involving an aircraft that is out of control as it descends, the character of the land uses below are not likely to have a significant effect on the survivability of the crash. However, some aircraft mishaps involve situations in which the aircraft is descending, often without power, but otherwise under control. If the aircraft has sufficient altitude, the pilot has some choice as to where to attempt an emergency landing. Under these circumstances, the pilot of a disabled aircraft will, if possible, direct the aircraft toward some form of open land when an off-airport emergency landing is inevitable.

This propensity forms the premise behind the primary form of land use control intended to minimize the severity of injury to aircraft occupants in the event of an off-airport emergency landing. Specifically, some amount of useful open land should be preserved in the vicinity of airports.

Preventing Creations of Hazards to Flight

Unlike the preceding land use characteristics which can only affect the consequences of an aircraft accident (for better or worse), hazards to flight can be the cause of an accident. Hazards to flight fall into three basic categories:

- Obstructions to airspace required for flight to, from, and around an airport.
- Wildlife hazards.
- Other forms of interference with safe flight, navigation, or communication.

Related Regulations

Federal Requirements

Federal Aviation Administration

Land use safety guidance from the Federal Aviation Administration (FAA) is limited to the immediate vicinity of the runway, the runway protection zones at each end of the runway, and the protection of navigable airspace. The FAA criteria apply only to property controlled by the airport proprietor. It has no authority over off-airport land uses.

The emphasis in FAA safety criteria is upon the runway surface and the areas immediately adjoining it. Standards are established which specify ground surface gradients for areas adjacent to runways and acceptable location and height of aeronautical equipment placed nearby.

Runway protection zones (RPZs) are trapezoidal-shaped areas located at ground level beyond each end of a runway. The dimensions of RPZs vary depending upon the type of landing approach available at the airport (visual, non-precision, or precision) and characteristics of the critical aircraft operating at the airport (weight and approach speed). Ideally, each runway protection zone should be clear of all objects. The FAA's *Airport Design* advisory circular strongly recommends that airports own this property outright or to obtain easements sufficient to control the land. Even on portions of the RPZs not under airport control, the FAA recommends that churches, schools, hospitals, office buildings, shopping centers, and other places of public assembly, as well as fuel storage facilities be prohibited. Beyond the runway protection zones, the FAA has no specific safety-related land use guidance other than airspace protection.

Airspace Protection

Part 77 of the Federal Aviation Regulations (FAR), *Objects Affecting Navigable Airspace*, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the FAA be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) if those objects would be of a height which exceeds FAR Part 77 criteria.

The Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case-by-case basis.

The FAA has additional guidelines regarding protection of airport airspace, which are set forth in other FAA documents. In general, these criteria specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 should be allowed if it could endanger or interfere with the landing, take off, or maneuvering of an aircraft at an airport (FAA-1987).

Specific characteristics to be avoided include creation of electrical interference with navigational signals or radio communication between the airport and aircraft, lighting which is difficult to distinguish from airport lighting, glare in the eyes of pilots using the airport, smoke, or other impairments to visibility in the airport vicinity, and uses which attract birds and create bird strike hazards.

State of California Regulations

Similar to regulations at the federal level, California state laws and regulations provide few specifics regarding airport land use safety compatibility. Available guidance is found in two primary locations, the State Aeronautics Act and the State Education Code.

The Aeronautics Act (Public Resources Code, Section 21001 *et. seq.*) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Act gives the State Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by FAR Part 77 criteria. The act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained from Caltrans. No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the FAA that the object would not constitute a hazard to air navigation.

The State Education Code (Section 17215) requires proposed school sites within two miles of an airport to be evaluated by the State Department of Education and Caltrans. If Caltrans makes an unfavorable determination regarding the proposed school site, no state or local funds can be used for site acquisition or building construction on that site.

In addition to the above laws and regulations, Section 21096 of the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*) requires a “lead agency” to utilize the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation as a technical resource to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems. The State Department of Transportation, Division of Aeronautics published its most recent “California Airport Land Use Planning Handbook” (“CALUP Handbook”) in January 2002. This document has been used as a technical resource in the preparation of this Draft EIR.

Compliance with Existing Regulations

A project site would require review by the Riverside County ALUC if the site falls within an airport zone, such as a safety zone or airport-influence zone. The 1984 Riverside County ALUP establishes land use compatibility guidelines for three Airport-Influenced Areas (Area I, Area II, and Area III). The project site is located within Area II (**Figure 4.2-1, March Air Reserve Base Influence Areas**). The entire project site is located within the MARB Airport Influence Policy Area and Influence Area II as identified On Figure S-18 of the City of Perris General Plan’s Safety Element.

The 1984 Riverside County ALUP's Area II guidelines allow large-lot single family residential, agriculture, industrial, and commercial uses. The MARB AICUZ Study does not impose any additional restrictions on the project area as it is not located in within an established Clear Zone or Accident Potential Zone (APZ). The ALUC will ensure that any applicable measures to minimize the project's impacts upon MARB will be applied to the project.

Design Considerations

The proposed land use for the project site is consistent with the permitted uses for Airport Influence Zone II: light industrial, warehouse/distribution and commercial.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts on airports may be considered potentially significant if the proposed project would:

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

Environmental Impacts Before Mitigation

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

On April 26, 1984, the Riverside County ALUC adopted the Riverside County ALUP. This plan-established land use restrictions within the Airport-Influenced Areas that were adopted by the ALUC around airports in Riverside County. In 1986, airport-influenced areas were established around March Air Force Base (which was realigned and converted to MARB on April 1, 1996). The airport-influenced area around MARB is divided into three land use planning areas (Area I, Area II and Area III).

In 1998 and again in 2005, updates of the MARB AICUZ Study were completed. The purpose of the AICUZ Study is to promote compatible land development in areas subject to aircraft noise and accident potential. With respect to accident potential, the AICUZ Study identifies a Clear Zone and two Accident Potential Zones (APZs) based on the landing threshold for each runway. Within the Clear Zones, most land uses are incompatible with aircraft operations. Within the APZs, a variety of land uses are compatible, however, people-intensive uses are restricted because of the greater risk in these areas. Outside of the Clear Zones and APZs, the risk of aircraft accidents is not significant to warrant special consideration in land use planning.

MARB does not have a Comprehensive Land Use Plan and therefore the ALUC utilizes the planning areas set forth in the 1984 Riverside County ALUP, a 1986 mapping of the airport-influenced areas and the clear zones and accident potential zones (APZs) identified in the 2005 AICUZ Study to evaluate master plan consistency. The project site falls within Area II of the airport-influenced area and thus review by the Riverside County ALUC is required. On September 10, 2009, ALUC staff found the project to be consistent.

Airport Noise Compatibility Guidelines

The 1984 ALUP establishes two policies related to airport noise. These policies state the following:

- Within Area III, aviation easements will be required for all land uses. The height of the aviation easements will be from runway ground elevation within Area I, the defined approach surfaces, and from 150 feet above runway ground level elevation throughout the remainder of Areas II and III.
- New housing is to be constructed within the noise level specified by the ALUC for each airport shall be sound-proofed as necessary to achieve interior annual noise levels attributable to exterior sources, not to exceed 45 dB (CNEL of Ldn) in any habital [sic] room with windows closed.

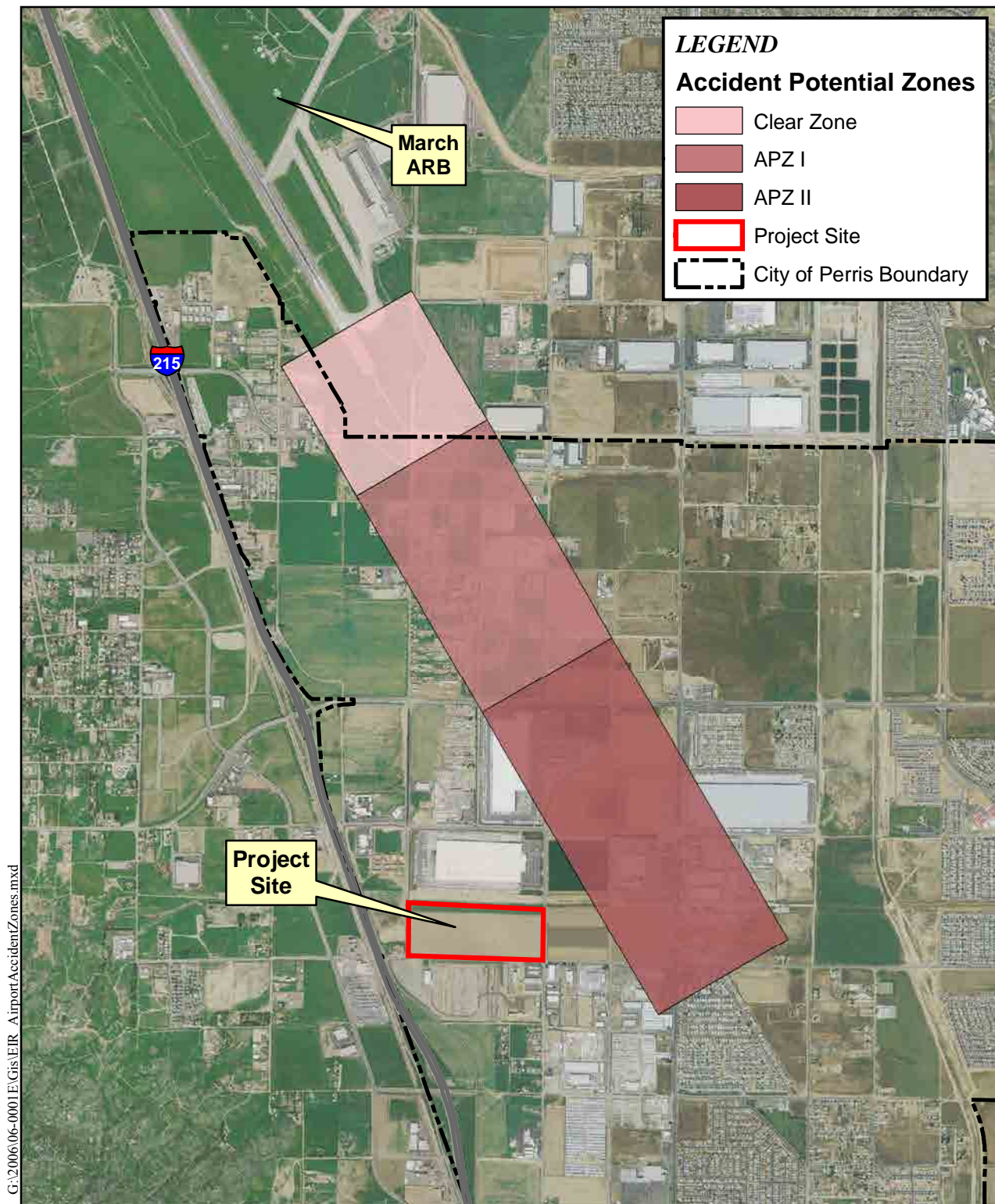
As shown in **Figure 4.2-2, Accident Potential Zones for March ARB**, the northeastern part of the project site falls along the outside edge of the MARB's 60 dBA CNEL noise contour, as depicted in the 2005 MARB AICUZ Study. Section A.7 of the Appendices to the AICUZ Study states that "most industrial/manufacturing uses are compatible in the airfield environs" and that the "commercial/retail trade and personal and business services are compatible without restriction up to DNL [Day-Night Average A-Weighted Sound Level] 70 Db." Because MARB noise levels are less than 60 dB CNEL at the project site, warehouse/distribution uses are considered compatible with the exterior noise level guidelines set forth in the 1984 Riverside County ALUP and with the land use compatibility policies of the 2005 MARB AICUZ Study.

Although the project site falls outside of the CNEL noise contours for MARB, the project site is located beneath identified flight tracks for airplanes using the airfield at MARB (**Figure 4.2-3, March Air Reserve Base Flight Tracks**). As such, there is potential for single-event noise exposure levels to affect the proposed project. The exposure levels will vary dependant upon the type of aircraft and flight track flown for each operation at MARB. However, the industrial, warehouse and distribution land use within the proposed project are not considered to be sensitive receivers and therefore the impacts from these single-event noise levels are considered to be **below the level of significance**.

Airport Vicinity Height Guidelines

The federal government has developed standards for determining obstructions in navigable airspace. FAR Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Collectively, the Part 77 surfaces around an airport

define a bowl-shaped area with ramps sloping up from each runway end (**Figure 4.2-4, FAR Part 77 Imaginary Surfaces**). The Part 77 standards are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem. Penetrations of the Part 77 surface generally are reviewed on a case-by-case basis. The 2005 MARB AICUZ Study uses the Part 77 criteria as the basis for height limitations in the vicinity of MARB. As shown on **Figure 4.2-4**, the Rados Distribution Center - Perris site is located partially within the “Conical Surface” and partially within the “Transitional Surface.”



Sources: County of Riverside, 2008;
Digital Globe, March 2008

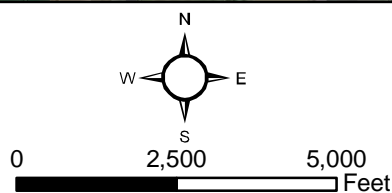
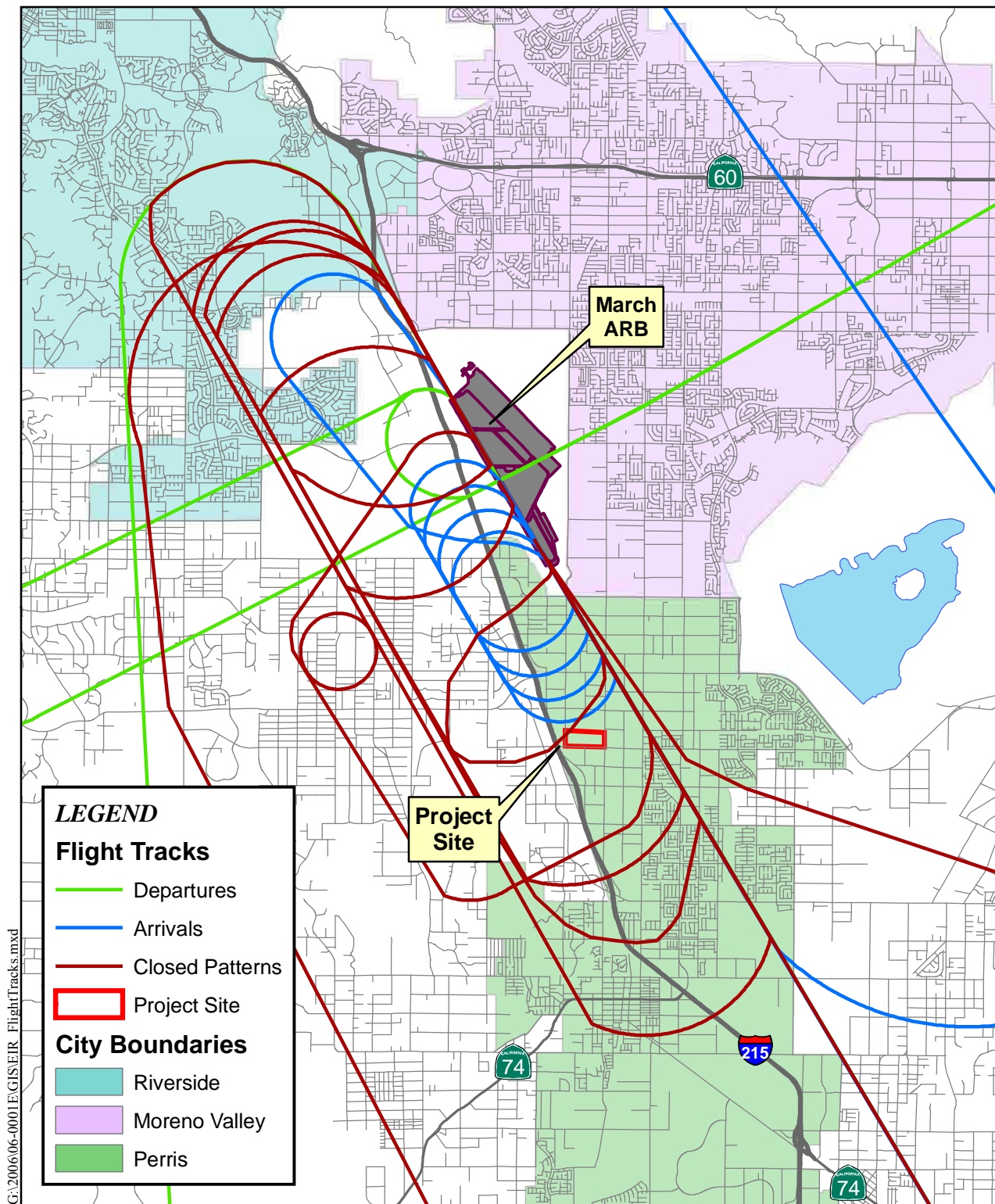
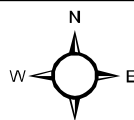


Figure 4.2-2
Accident Potential
Zones for MARB

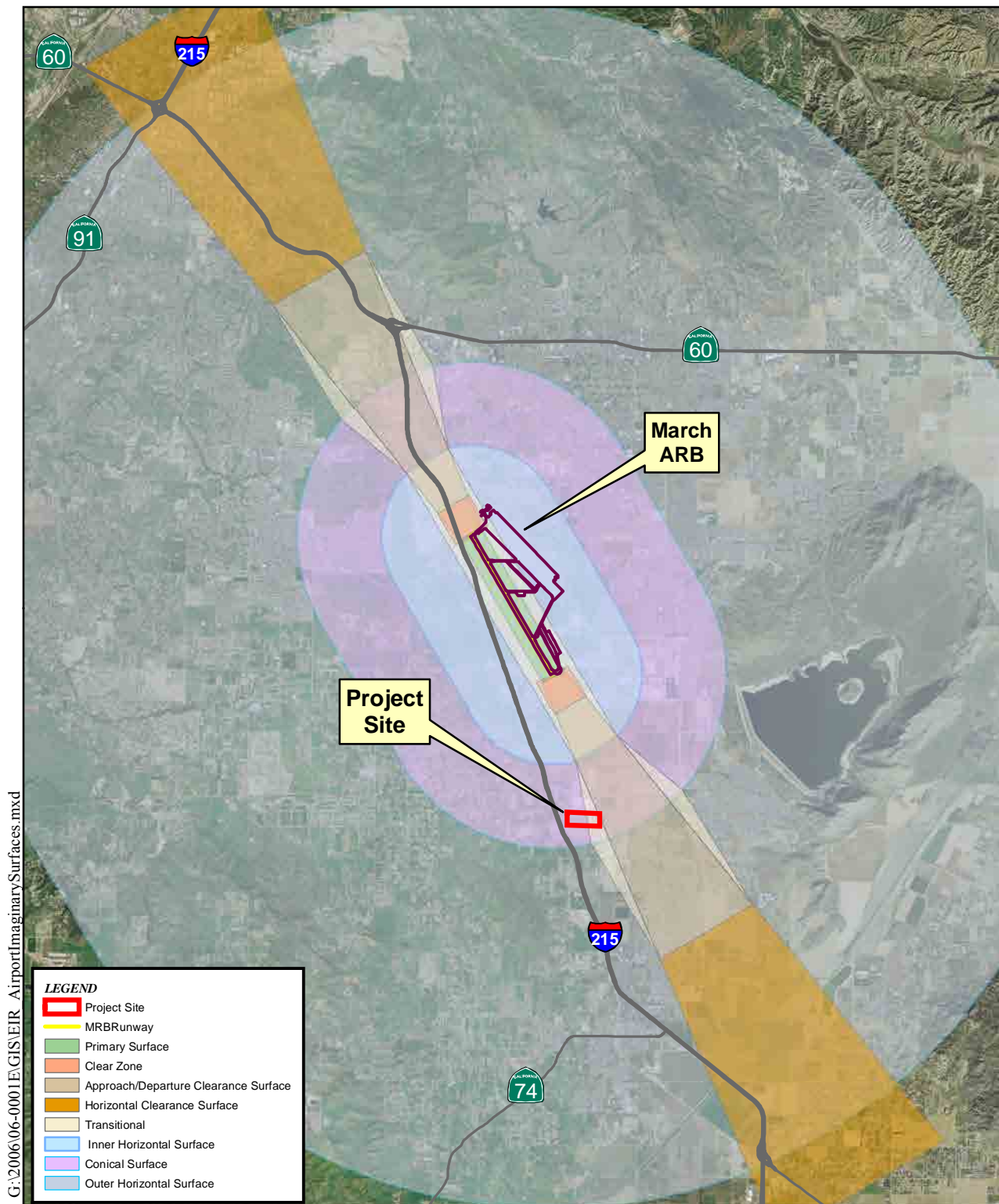


Source: County of Riverside, 2008

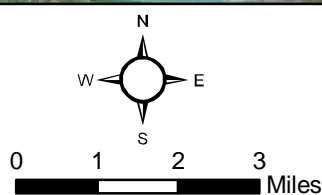


1 0 1 2 Miles

Figure 4.2-3
March Air Reserve
Base Flight Tracks



Sources: Exhibit S-18, City of Perris General Plan, 2005; MARB Citizen's Brochure, 2005; Digital Globe, Feb. 2008



**Figure 4.2-4
FAR Part 77
Imaginary Surfaces**

Height limitations are not anticipated to pose a development constraint for the Rados Distribution Center – Perris site. Section D.1 of the 2005 MARB AICUZ Study's Appendices describes the height and obstruction criteria for land uses around the airfield pursuant to Part 77. This section states that the Conical Surface is an inclined surface extending outward and upward from the outer periphery of the inner horizontal surface for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation. Transitional Surfaces are described as having a slope of 7:1 outward and upward to an altitude of 150 feet above aircraft elevation at right angles to the runway centerline. Section D.1 states that the established airfield elevation at MARB is 1,535 feet above mean sea level (msl) (**Figure 4.2-4, FAR Part 77 Imaginary Surfaces**). The elevations at the project site range between approximately 1,470 and 1,490 feet msl. The proposed project will have a maximum building height of approximately 44 feet and when added to the project site's ground elevation should not exceed the MARB airfield elevation of 1,535 feet msl. Therefore, in consideration of the building heights allowed above the established airfield elevation by the height and obstruction criteria applicable to the Conical Surface and Transitional Surfaces areas, the proposed project will be below the Part 77 height limits.

Although structures will be below the Part 77 height limits, Part 77, Section 77.13.2.i requires that any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway will require the preparation of FAA Notice of Proposed Construction or Alteration (FAA Form 7460-1). This notice must be submitted to the FAA at least 30 days before the date the proposed construction or alteration is to begin or the date the application for a construction permit will be filed, whichever is earlier. Notwithstanding the established airfield elevation set forth in the MARB AICUZ study, the elevation of the runway at its nearest point to the project is 1,488 msl. Therefore, depending on the elevation of the finished grade and height of the proposed structure, project development may encroach into this 100 to 1 slope imaginary surface and will require the filing of Form 7460-1 with the FAA. If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation.

Airport Safety Compatibility Guidelines

The 1984 Riverside County ALUP establishes three airport safety zones (Area I, Area II, and Area III). The Rados Distribution Center – Perris project is located within Area II (**Figure 4.2-1, March ARB Influence Areas**). There are two policies within the 1984 ALUP related to safety considerations.

The 1984 ALUP states that:

- Area I shall be kept free of all high-risk land uses. Residential development (2½ acre lot size and larger) will be permitted only within areas designated by the ALUC to be so far removed from the actual flight paths or to be in areas where aircraft will have gained sufficient altitude that they no longer pose a relative safety threat, should in-flight problems occur.

- Area II shall have a minimum residential lot size of 2½ acres. Agricultural, industrial and commercial uses are acceptable in this area.

The proposed project's land use is permitted within Area II as described in the 1984 ALUP.

Additional guidelines regarding protection of airport airspace are set forth in other FAA documents. In general, these criteria specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 should be allowed if it could endanger or interfere with the landing, take off, or maneuvering of an aircraft at an airport. Specific characteristics to be avoided include:

- Creation of electrical interference with navigational signals or radio communication between the airport and aircraft;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Smoke or other impairments to visibility in the airport vicinity; and
- Uses which attract birds and create bird strike hazards.

These restrictions have been incorporated into the below-listed mitigation measure **MM Airports 3**.

With respect to accident potential, the 2005 AICUZ Study identifies a Clear Zone and two APZs based on the landing threshold for each runway. Within the Clear Zones, most land uses are incompatible with aircraft operations. Within the APZs, a variety of land uses are compatible, however, people-intensive uses are restricted because of the greater risk in these areas. Outside of the Clear Zones and APZs, the risk of aircraft accidents is not significant to warrant special consideration in land use planning. The proposed project is not located within a Clear Zone or within the APZs.

The entire project site is located within the MARB Influence Areas. The applicable documents for determining land use compatibility around MARB are the March 2005 AICUZ Study, the 1984 ALUP and the 1986 Airport Influence Area Map. As described above, the proposed project is consistent with the Area II compatibility guidelines set forth in those documents.

Notwithstanding the proposed project's compatibility with MARB, the project's compliance with Federal, State and County regulations and guidelines, outdoor lighting has the potential to adversely affect pilots utilizing MARB at night. These potential impacts will be reduced to **below the level of significance** through implementation of the below-listed mitigation measures.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to airports to below the level of significance.

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

MM Airport 2: The following notice shall be provided to all potential purchasers and tenants:

“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”

MM Airport 3: The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

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

Summary of Environmental Effects After Mitigation Measures Are Implemented

All potential direct impacts of the project are considered to be less than significant with the above mitigation measure incorporated.

4.3 AIR QUALITY

The focus of the following discussion is related to the potential impacts from the project, consistency with applicable air quality plans, compliance with air quality standards, cumulative increases of criteria air pollutants, exposing sensitive receptors to substantial point source emissions, and the production of odors. The Air Quality Impact Analysis (AQIA) prepared for this project (Appendix B) evaluated whether the expected criteria air pollutant emissions generated as a result of construction and long-term operations (i.e., vehicle emissions) of the proposed project would cause significant impacts to air resources in the project area. The AQIA was conducted within the context of CEQA. The methodology follows the *CEQA Air Quality Handbook* (1993) prepared by the South Coast Air Quality Management District (SCAQMD) for quantification of emissions and evaluation of potential impacts to air resources. As recommended by SCAQMD staff, the URBEMIS 2007 for Windows version 9.2.4 computer program was used to quantify project-related emissions. The Health Risk Assessment (HRA) prepared for this project (Appendix C) evaluated the impacts to the existing and future residents in the project vicinity from diesel particulate matter from trucks serving the project site. Information regarding the methodologies used in the HRA can be found in the body of the report in Appendix B. In addition, the AQIA prepared for this project includes emissions estimates for project-generated greenhouse gases (GHG) during both construction and operation.

In addition to other reference documents, the following references were used in the preparation of this section of this DEIR:

- Albert A. Webb Associates, *Air Quality Impact Analysis*, Revised 2010. (Appendix C) (AQIA)
- Albert A. Webb Associates, *Health Risk Assessment*, Revised 2010. (Appendix C) (HRA)
- Albert A. Webb Associates, *Traffic Impact Study Report*, Revised November 7, 2008. (Appendix J) (Webb 2008)
- Albert A. Webb Associates, *Addendum to the Traffic Impact Study Report, Rados Distribution Center – (P07-0119)*, September 9, 2009. (Appendix J) (Webb 2009)
- California Air Pollution Control Officer's Association, *CEQA and Climate Change*, January 2008. (Available at www.capcoa.org, accessed on January 27, 2009.) (CAPCOA)
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- California Energy Commission, *Scenarios of Climate Change in California: An Overview*, Publication CEC-500-2005-186-SF, Published December 2005. (Available at www.energy.ca.gov/publications/index.php, accessed on January 27, 2009.) (CEC 2005)
- California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, Publication CEC-600-2006-013-SF, December 2006. (Available at www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF, accessed on January 27, 2009, 2008.) (CEC 2006a)
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- California Energy Commission, *Public Health Related Impacts of Climate Change in California*, Publication CEC-500-2005-197-SF, March 2006. (Available at www.energy.ca.gov/publications/index.php, accessed on January 27, 2009.) (CEC 2006c)
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- Eastern Municipal Water District, *Water Supply Assessment for the City of Perris Project (Development Plan Review Number 07-0119)*, June 4, 2008. (Appendix K) (WSA)
- Energy Information Administration, *Emissions of Greenhouse Gases in the United States 2006*, U.S. Department of Energy, November 2007. (Available at <ftp://ftp.eia.doe.gov/pub/oiaf/1605/cdrom/pdf/ggrpt/057306.pdf>, accessed on January 27, 2009.) (EIA)
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- Thomas A. Cackette and Alan C. Lloyd, *Diesel Engines: Environmental Impact and Control*, Journal of the Air and Waste Management Association, vol. 51: pp809-847, June 2001. (Available at www.awma.org/journal/) (Cackette/Lloyd)
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Setting

Physical Setting

The proposed project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAB consists of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Regional and local air quality within the SCAB is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude; however, at some elevations, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants.

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone formed under reactions with sunlight.

Climate

Terrain and geographical location determine climate in the SCAB. The project site lies within the terrain south of the San Gabriel and San Bernardino Mountains and north of the Santa Ana Mountains. The climate in the SCAB is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine.

The following includes factors that govern micro-climate differences among inland locations within the SCAB: 1) the distance of the mean air trajectory from the site to the ocean; 2) the site elevation; 3) the existence of any intervening terrain that may affect airflow or moisture content; and 4) the proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the SCAB have greater levels of precipitation, cooler summer afternoons and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns. The project site is located within the City of Perris, east of the I-215 freeway, south of SR-60, and east of Lake Perris State Recreational Area, within the eastern portion of the SCAB.

Precipitation and Temperature

Annual average temperatures in the SCAB are typically in the low to mid-60s (degrees Fahrenheit). Temperatures above 100 degrees are recorded for all portions of the SCAB during the summer months.

The rainy season in the SCAB is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern SCAB. Rainfall averages vary over the SCAB. For example, the City of Riverside averages 9 inches of rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the SCAB, with the most frequent occurrences of rainfall near the coast.

Winds

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur in the early evening and early morning during periods of transition between day and nighttime flows.

Approximately 5 to 10 times a year, the project site vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

High winds, such as the Santa Ana winds, affect dust generation characteristics and create the potential for off-site air quality impacts, especially with respect to airborne nuisance and particulate emissions. Local winds in the project area are also an important meteorological parameter because they control the initial rate of dilution of locally-generated air pollutant emissions.

Categories of Emission Sources

Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources

Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located on-site. Stationary point sources are usually associated with manufacturing and industrial processes. Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters;

painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray.

Mobile Sources

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments.

Air Pollution Constituents

Criteria Pollutants

Air pollutants are classified as either primary, or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂) and nitric oxide (NO)—collectively known as oxides of nitrogen (NO_x), sulfur dioxide (SO₂), particulates (PM-10 and PM-2.5) and various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic gases (ROG). The predominant source of air emissions generated by the project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_x, and VOC/ROG/HC (Volatile Organic Compounds/Reactive Organic Gases/Hydrocarbons).

Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O₃), which is one of the products formed when NO_x reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the SCAB.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Six “criteria” air pollutants were identified using specific medical evidence available at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants, but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, particulates less than 10 microns in size, and sulfur dioxide. The following is a further discussion of the *criteria pollutants*, as well as volatile organic compounds.

- **Carbon Monoxide (CO)** – A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing substances. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants. Automobiles are the major source of CO in the Basin, although various industrial

processes also emit CO through incomplete combustion of fuels. In high concentrations, CO can cause serious health problems in humans by limiting the red blood cells' ability to carry oxygen (SCAQMD 1993).

- **Oxides of Nitrogen (NO_x)** – Those that are important in air pollution are nitric oxide (NO) and nitrogen dioxide (NO₂). NO is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. NO₂ is a reddish-brown gas formed by the combination of NO with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads, and aircraft are the primary sources of NO_x. NO₂ at atmospheric concentrations is a potential irritant that can cause coughing in healthy people; can alter respiratory responsiveness and pulmonary functions in people with preexisting respiratory illness; and potentially lead to increased levels of respiratory illness in children (EPA 2005).
- **Ozone (O₃)** – A colorless, toxic gas that irritates the lungs and damages materials and vegetation. During the summer's long daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between NO₂ and VOC which result in the formation of O₃. Conditions that lead to high levels of O₃ are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer (all of which are characteristic of western Riverside County). Ozone represents the worst air pollution-related health threat in the Basin as it affects people with preexisting respiratory illness, as well as, reduces lung function in healthy people. Studies have shown that children living within the Basin experience a 10–15 percent reduction in lung function (SCAQMD 1993).
- **Atmospheric Particulate Matter (PM)** – Made up of fine solid and liquid particles, such as soot, dust, aerosols, fumes, and mists. PM-10 consists of particulate matter that is 10 microns or less in diameter, and PM-2.5 consists of particulate matter of 2.5 microns or less in size. Both PM-10 and PM-2.5 can be inhaled into the deepest part of the lung, attributing to health effects. The presence of these fine particles by themselves cause lung damage and interfere with the body's ability to clear its respiratory tract. Said particles can also act as a carrier of other toxic substances (SCAQMD 1993). The sources contributing to particulate matter pollution include: road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle exhaust. Specifically, SCAQMD data indicates that the largest component of PM-10 particles in the area comes from dust (unpaved roads, unpaved yards, agricultural lands, and vacant land that has been disked). PM-2.5 particles are mostly manmade particles resulting from combustion sources. According to SCAQMD, one component of PM-2.5 pollution in Riverside comes from ammonium nitrate (NH₄NO₃) particulates. NO_x, emitted throughout the SCAB by vehicles, reacts with ammonia produced from livestock and horses to form ammonium nitrate. Organic carbon particles generated from paints, degreasers, and vehicles are another component of PM-2.5 pollution. The last notable constituent of PM-2.5 sources is elemental carbon, which is used as a surrogate for diesel particulates.
- **Sulfur dioxide (SO₂)** – A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ can result in temporary breathing impairment in asthmatic children and adults engaged in active outdoor activities. When combined with PM, SO₂ can

cause symptoms such as shortness of breath and wheezing; and, with long-term exposure, it can lead to the exacerbation of existing cardiovascular disease and respiratory illnesses (EPA 2005). Although SO₂ concentrations have been reduced to levels well below state and federal standards, further reductions in SO₂ emissions are needed because SO₂ is a precursor to sulfate and PM-10.

- **Lead (Pb)** – Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2005). Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the Basin. Since the proposed project will not involve leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to be a factor with project implementation.
- **Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC)** - It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated; however, a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

Toxic Air Contaminants

Toxic air contaminants (TACs) are chemicals generally referred to as “non-criteria” air pollutants which are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. There are hundreds of air toxics; and, exposure to these pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects may be both chronic (i.e., of long duration) or acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects can include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects usually result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a latency period of 10–30 years after exposure to develop.

In 2000, the SCAQMD released the Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II). The monitoring portion of MATES-II was designed to

measure numerous air toxic compounds at different locations in the Basin in order to establish a baseline of existing air toxic ambient concentrations, as well as risk level data; and to assist in the assessment of modeling performance accuracy. Ten sites were selected and air samples were collected for up to one year. The ten locations are in Anaheim, Burbank, Compton, Fontana, Huntington Park, Long Beach, Los Angeles, Pico Rivera, Rubidoux, and Wilmington. Rubidoux is the nearest monitoring site and is approximately ten miles northeast of the proposed project.

In January 2008, the SCAQMD released the Draft Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-III). The draft report was in a 90-day public review with a comment period, which ended April 4, 2008. The Final report was released in September 2008. The ten monitoring sites listed above remained the same for the MATES-III study, with the exception of the Wilmington Station moving 2.5 miles east.

The addition of diesel particulate toxicity dramatically increases carcinogenic risk. The modeled cancer risk for diesel particulates for the Rubidoux site is approximately 1,000 cases of cancer per one million people. The MATES-III results show that the modeled cancer risk from emissions of diesel particulates at the Rubidoux Station is approximately 950 in one million. It should be noted that different methods were used to estimate diesel particulate levels in the MATES-III Study; so, the results are not strictly comparable. This cancer risk is what residents are currently exposed to in that portion of the Basin. The Rubidoux Station location is less than a half-mile south of SR-60 and approximately seven miles east of I-15. Therefore, the Rubidoux Station is approximately 16 miles northwest of the project site. In addition to the results for the specified monitoring sites, the MATES-III document also shows the estimated regional cancer risk for the entire Basin. It shows that the area surrounding the project site has a modeled cancer risk approximately 532 cases of cancer per one million people. Therefore, existing conditions in the project area are less impacted by diesel emissions as opposed to the area surrounding the Rubidoux Monitoring Station.

Diesel Emissions

Diesel engines utilize compression, contrary to standard gasoline engines, which use conventional spark plugs, to ignite fuel. Engines that use compression typically run at higher temperatures than gasoline engines, thereby causing the oxygen and nitrogen present in air during intake, to form NO_x. To combat NO_x production in a diesel engine, the engine temperature can be reduced; however, increased amounts of PM and hydrocarbons (HC) are produced as byproducts of the now uncombusted fuel. Hydrocarbons, once in the atmosphere, react with NO_x to produce ozone, among other pollutants.

Diesel exhaust composition is dependent on many factors: fuel composition, engine type, lubricating oils, and emission control systems. Diesel exhaust is a complex mixture of thousands of gases and fine particles. The gaseous fraction of diesel exhaust is comprised of typical combustion gases such as oxygen, carbon dioxide, nitrogen, and water vapor. However, air pollutants such as carbon monoxide, sulfur oxides (SO_x), NO_x, volatile hydrocarbons, and low-molecular weight polycyclic aromatic hydrocarbons (PAH) and PAH-derivatives are also components of the gaseous fraction. Additionally, some of the gaseous components, such as benzene, are known carcinogens.

The particle fraction of diesel exhaust is comprised of aggregates of carbon particles with inorganic and organic substances adhered to them. The inorganic fraction of diesel exhaust particles consists of solid carbon (or elemental carbon) particles ranging in size from 0.01 to 0.08 microns in diameter. The organic fraction consists of soluble organic compounds such as aldehydes, alkanes, alkenes, PAH, and PAH derivatives. The total component of a diesel particle (inorganic + organic) is in the fine particle range of 10 microns in size or less (width of a human hair), but 92 percent of these diesel particles are even smaller, at less than 1 micron in diameter.

Diesel particles can remain airborne for up to 10 days because of their small size. Therefore, they do not fall out or precipitate easily, and remain an air quality problem for some time after being emitted. Scientists use elemental carbon as a surrogate since there is no current technology available to monitor directly for diesel particles. It is important to understand that the cancer risks estimated by the California Air Resources Board (CARB) related to mobile-source diesel exhaust and health risk assessment studies represent the probability that a person develops cancer; the estimated risks do not represent mortality rates.

Greenhouse Gases and Global Climate Change

Some gases in the atmosphere affect the Earth's heat balance by absorbing infrared radiation. This layer of gases in the atmosphere functions much the same as glass in a greenhouse (i.e., both prevent the escape of heat). This is why global warming is also known as the "greenhouse effect." Increased emissions of these gases, due to combustion of fossil fuels and other activities, have increased the greenhouse effect, leading to global warming and other climate changes. Gases responsible for global climate change in the South Coast Air Basin and their relative contribution to the overall warming effect are carbon dioxide (55 percent), CFCs (24 percent), methane (15 percent), and nitrous oxide (6 percent) (SCAQMD 2005). It is widely accepted that continued increases in greenhouse gases (GHG) will contribute to global climate change although there is uncertainty concerning the magnitude and timing of future emissions and the resultant warming trend (SCAQMD 2005). Human activities associated with industrial/manufacturing, utilities, transportation, residential, and agricultural sectors contribute to these GHG (CEC 2006a). According to the California Energy Commission (CEC), transportation was responsible for 41 percent of the state's GHG emissions, followed by electricity generation in 2004 (CEC 2006a). More recently, CARB reported that transportation was 38 percent of the state's GHG emissions, followed by electricity generation in 2004 (CARB 2007). Emissions of carbon dioxide (CO₂) and nitrous oxide (N₂O) are byproducts of fossil fuel combustion. Methane, a highly potent GHG, results from off-gassing associated with agricultural practices, landfills, and wastewater treatment.

"Stratospheric ozone depletion" refers to the slow destruction of naturally occurring ozone, which lies in the upper atmosphere (called the stratosphere) and which protects Earth from the damaging effects of solar ultraviolet radiation. Certain compounds, including chlorofluorocarbons (CFCs) halons, carbon tetrachloride, methyl chloroform, and other halogenated compounds, accumulate in the lower atmosphere and then gradually migrate into the stratosphere. In the stratosphere, these compounds participate in complex chemical reactions to destroy the upper ozone layer. Destruction of the ozone layer increases the penetration of ultraviolet radiation to the Earth's surface, a known risk factor that can increase the incidence of

skin cancers and cataracts, contribute to crop and fish damage, and further degrade air quality (SCAQMD 2005).

GHG and ozone-depleting gases include, but are not limited to, the following:

- **Carbon dioxide** – Carbon dioxide results from fossil fuel combustion in stationary and mobile sources. It contributes to the greenhouse effect, but not to stratospheric ozone depletion. In 2004, carbon dioxide accounted for approximately 84 percent of total GHG emissions in the state (CEC 2006a). In the Basin, approximately 48 percent of carbon dioxide emissions come from transportation, residential, and utility sources, which contribute approximately 13 percent each, 20 percent come from industry, and the remainder comes from a variety of other sources (SCAQMD 2005).
- **Methane** – Atmospheric methane is emitted from both non-biogenic and biogenic sources. Non-biogenic sources include fossil fuel mining and burning, biomass burning, waste treatment, geologic sources, and leaks in natural gas pipelines. Biogenic sources include wetlands, rice agriculture, livestock, landfills, forest, oceans, and termites. Methane sources can also be divided into anthropogenic and natural. Anthropogenic sources include rice agriculture, livestock, landfills, waste treatment, some biomass burning, and fossil fuel combustion. Natural sources are wetlands, oceans, forests, fire, termites, and geological sources. Anthropogenic sources currently account for more than 60 percent of the total global emissions. It is a greenhouse gas and traps heat 40–70 times more effectively than carbon dioxide. (SCAQMD 2005) In the Basin, more than 50 percent of human-induced methane emissions come from natural gas pipelines, while landfills contribute 24 percent. Methane emissions from landfills are reduced by SCAQMD Rule 1150.1 – Control of Gaseous Emissions from Active Landfills. Methane emissions from petroleum sources are reduced by a number of rules in SCAQMD Regulation XI that control fugitive emissions from petroleum production, refining, and distribution (SCAQMD 2005).
- **Other regulated greenhouse gases include Nitrous Oxide, Sulfur Hexafluoride, Hydrofluorocarbons, and Perfluorocarbons** – These gases all possess heat-trapping potentials hundreds to thousands of times more effective than carbon dioxide. Emission sources of nitrous oxide gases include, but are not limited to, waste combustion, wastewater treatment, fossil fuel combustion, and fertilizer production. Because the volume of emissions is small, the net effect of nitrous oxide emissions relative to carbon dioxide or methane is relatively small. Sulfur hexafluoride, hydrofluorocarbon, and perfluorocarbon emissions occur at even lower rates.
- **Chlorofluorocarbons** – Chlorofluorocarbons (CFCs) are emitted from blowing agents used in producing foam insulation. They are also used in air conditioners and refrigerators and as solvents to clean electronic microcircuits. CFCs are primary contributors to stratospheric ozone depletion and to global warming. Sixty-three percent of CFC emissions in the Basin come from the industrial sector. Federal regulations require service practices that maximize recycling of ozone-depleting compounds (both CFCs, hydro-chlorofluorocarbons and their blends) during the servicing and disposal of air-conditioning and refrigeration equipment. SCAQMD Rule 1415 – Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems requires CFC refrigerants to be reclaimed or recycled from

stationary refrigeration and air conditioning systems. SCAQMD Rule 1405 – Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigant Processes requires recovery of reclamation of CFCs at certain commercial facilities and eliminates the use of some CFCs in the sterilization processes. Some CFCs are classified as TACs and regulated by SCAQMD Rule 1401 – New Source Review of Toxic Air Contaminants and SCAQMD Rule 1402 Control of Toxic Air Contaminants from Existing Sources.

- **Halons** – These compounds are used in fire extinguishers and behave as both ozone-depleting and greenhouse gases. Halon production ended in the United States in 1993. SCAQMD Rule 1418 – Halon Emissions from Fire Extinguishing Equipment requires the recovery and recycling of halons used in fire extinguishing systems and prohibits the sale of halon in small fire extinguishers.
- **Hydro-chlorofluorocarbons** – HCFCs are solvents, similar in use and chemical composition to CFCs. The hydrogen component makes HCFCs more chemically reactive than CFCs, allowing them to break down more quickly in the atmosphere. These compounds deplete the stratospheric ozone layer, but to a much lesser extent than CFCs. HCFCs are regulated under the same SCAQMD rules as CFCs.
- **1,1,1-trichloroethane (TCA)** – TCA (methyl chloroform) is a solvent and cleaning agent commonly used by manufacturers. It is less destructive on the environment than CFCs or HCFCs, but its continued use will contribute to global warming and ozone depletion. 1,1,1-trichloroethane (TCA) is a synthetic chemical that does not occur naturally in the environment. No TCA is supposed to be manufactured for domestic use in the United States after January 1, 2002 because it affects the ozone layer. TCA had many industrial and household uses, including use as a solvent to dissolve other substances, such as glues and paints; to remove oil or grease from manufactured metal parts; and as an ingredient of household products such as spot cleaners, glues, and aerosol sprays. SCAQMD regulates this compound as a toxic air contaminant under Rules 1401 and 1402.

As emissions of GHGs increase, temperatures in California are projected to rise significantly over the twenty-first century. The modeled magnitudes of the warming vary because of uncertainties in future emissions and in the climate sensitivity. According to the California Climate Change Center (CEC 2005), there are three projected warming scenarios referred to as the low, medium, and high range. These expected increases from 2000 to 2100 vary from approximately 1.7°C–3.0°C (3.0°F–5.4°F) in the lower range of projected warming, 3.1°C–4.3°C (5.5°F–7.8°F) in the medium range, and 4.4°C–5.8°C (8.0°F–10.4°F) in the higher range. To comprehend the magnitude of these projected temperature changes over the next century, the lower range of projected temperature rise is slightly larger than the difference in annual mean temperature between Monterey and Salinas which is 2.5°F; and, the upper range of project warming is greater than the temperature difference between San Francisco and San Jose which is 7.4°F.

Other resource areas could be affected as a result of GHGs. For example, increased global average temperature will cause increases to ocean temperatures; and, the Pacific Ocean strongly influences the climate within California. As the temperature of the ocean warms, it is anticipated that rain will fall instead of snow in the Sierra Nevada during the wet season. Snowpack in the

Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According to a California Energy Commission report, the snowpack portion of the supply could potentially decline by 70–90 percent by the end of the 21st century (CEC 2006b). This phenomenon could lead to significant challenges securing an adequate water supply for a growing population.

Some models indicate that the increased ocean temperature could result in increased moisture into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential for flood events, placing more pressure on California’s levee/flood control system. Sea level has risen approximately 7 inches during the last century; and, according to the CEC report, it is predicted to rise an additional 22–35 inches by 2100, depending on the future GHG emissions levels (CEC 2006b), further straining the state’s water conveyance infrastructure.

Another impact of global warming is increased fire hazard. Fire is an important natural disturbance within many California ecosystems that promotes vegetation and wildlife diversity, releases nutrients, and eliminates heavy fuel accumulations that can lead to catastrophic burns. The changing climate could alter fire regimes in ways that could have social, economic, and ecological consequences. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the changes in climate, could also result.

Many factors contribute to an area being at risk of structural fire in terms of the local fire departments’ capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size. According to the City of Perris’s General Plan, the City has been identified as a “Community at Risk” from wildfires. A numerical estimate of the level of risk of “3” has been assigned to portions of the city, which represents highest level of risk. However, the project site is not located in a wildfire hazard area according to *Exhibit S-16: Wildfire Constraint Areas* within the City of Perris General Plan. The closest source of wildfire risk is the Motte Rimrock Reserve, which is approximately 0.75 miles southwest of the project site on the opposite side of Interstate 215 freeway from the project, and is classified as a wildfire hazard area.

Due to its weather, topography, and native vegetation, nearly all of southern California is at some risk from wildland fires also called wildfires. The extended droughts characteristic of California’s Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires which can spread into urban areas. Wildland-urban fires occur when a fire burning in wildland vegetation gets close enough to ignite urban structures. Areas of dense, dry vegetation, particularly in canyon areas and hillsides, pose the greatest wildland fire potential.

Conservative estimates indicate that the risk of large statewide wildfires, characterized as approximately 500 acres or larger, would rise almost 35 percent by 2050 and 55 percent by 2100 under the medium temperature described previously. Under the low warming range, the increased risk of wildfires is nearly cut in half (CEC 2005).

Wildfires affect public safety and have the potential to significantly impact public health through smoke inhalation. For example, a survey of 26 percent of all tribal households on the Hoopa Valley National Indian Reservation in northern California showed a 52 percent increase in medical visits for respiratory problems during a large fire in 1999, compared to the same period of 1998. More than 60 percent of those surveyed reported an increase in respiratory symptoms during the smoke episode, and 20 percent continued to report increased respiratory symptoms two weeks after the smoke cleared. The projected increases in fire season severity could lead to more “bad air” days. However, quantitative estimation of the impacts of future wildfire events is extremely difficult. The impacts of any fire are unique to that event, and are influenced not only by the magnitude, intensity, and duration of the fire, but also the proximity of the smoke plume to a population (CEC 2005).

Climate change will affect the health of Californians by increasing the frequency, duration, and intensity of ambient conditions conducive to air pollution formation, oppressive heat, and wildfires. Not only are average temperatures expected to increase, but the projected increase in extreme temperatures is also expected to increase which can cause the most serious health impacts. The modeled warming scenarios indicate that the number of extremely hot and extremely cold days will increase by 2100. For Riverside/San Bernardino metropolitan areas, the number of extremely hot days will increase approximately 40 to 80 days per year under the lower and higher warming scenarios, respectively. Recent studies suggest that no capacity for future adaptation to extreme heat is seen in San Bernardino/Riverside metropolitan areas. The results for the San Bernardino/Riverside metropolitan areas actually indicate increased sensitivity during the hottest summers, which is counterintuitive to what might be expected in hot inland urban areas. Current investigations are underway seeking alternative explanations by taking greater account of socioeconomic factors (such as the availability of air conditioning, age structure of the population, and the housing stock) that might explain these non-intuitive results. If, for example, the San Bernardino/Riverside metropolitan area has a lesser proportion of air-conditioned residents than other hot inland urban areas, increased heat could create an indoor environment that is almost intolerable and could lead to greater numbers of deaths. It is clear that a thorough investigation of these socio-economic issues is necessary to understand the increased sensitivity of San Bernardino/Riverside metropolitan area residents to heat during the hottest summers (CEC 2006c).

Unlike criteria air pollutants and TACs, which are pollutants of regional and local concern, global warming is a global problem and GHGs are global pollutants. Impacts of GHG emissions are a function of their total atmospheric concentration and most GHGs are globally well mixed atmospheric constituents. This means that the location of a particular GHG emission, in contrast to the situation for criteria pollutants, does not change its environmental impact.

Globally, for the years 2000 through 2005, the annual average emissions of fossil fuel-related carbon dioxide was 26.4 gigatons of CO₂ (one gigaton equals one billion Mt) per year (IPCC). It should also be noted that the annual total U.S. emissions of GHG dropped 1.5 percent in 2006 from 7,181 million Mt to 7,075 million Mt, due to warmer weather and decreased energy demand, according to the Energy Information Administration (EIA). During the same timeframe, the U.S. economic output increased 2.9 percent (EIA). This decline results in a GHG intensity reduction of 4.2 percent as a measure of gross domestic product (EIA).

Worldwide, California is the 12th to 16th largest emitter of CO₂, and is responsible for approximately two percent of the world's CO₂ emissions (CEC 2006a). In 2004, the most recent year for which statewide data is available, the CEC reported that California produced 492 million gross metric tonnes (one metric tonne equals 2,205 pounds) of carbon dioxide-equivalent (CEC 2006a). However, California is the second largest emitter of greenhouse gases in the United States next to Texas, which generates about twice the amount of emissions (CEC 2006a). When considering fossil fuel emissions at the individual person level, California is second lowest in the nation in per capita CO₂ emissions with only the District of Columbia lower (CEC 2006a).

In January 2007, Assembly Bill 1803 transferred responsibility for developing and maintaining the state's GHG inventory from the California Energy Commission (CEC) to CARB. Using the CEC GHG inventory as a starting point, CARB staff determined the state's 1990 GHG emissions level by conducting a comprehensive review of all GHG emitting sectors. The seven sectors are: Transportation, Electricity Generation, Industrial, Residential, Agriculture, Commercial, and Forestry.

In November 2007, the CARB released its staff report establishing a statewide 1990 GHG emission level and a 2020 emission limit (CARB 2007). As part of this staff report, CARB staff recommended an amount of 427 million metric tonnes of carbon dioxide equivalent (MMTCO₂e) as the total statewide GHG 1990 emissions level and 2020 emissions limit. The Board approved the 2020 limit on December 6, 2007. This limit is an aggregated statewide limit, rather than sector- or facility-specific. The staff report also included the statewide GHG emissions for 2004, which were 480 MMTCO₂e.

While the inventory data numbers from the CEC and CARB are similar for 2004, these estimates have important differences. Emissions from individual sectors differ between CEC and CARB estimates by up to 30 percent due to updated data, methodologies, and differences in included and excluded emissions. Staff at CARB treated carbon stored in landfills differently than CEC by separately tracking stored carbon instead of considering it an emission sink within a landfill. In addition, the CARB estimate only includes intrastate aviation, whereas the CEC estimates include both interstate and intrastate flights. CARB staff also included emissions from international shipping and related port activities in California waters, whereas the CEC excluded all emissions from international ships.

Monitored Air Quality

The project site is located within SCAQMD Source Receptor Area (SRA) 24. The most recent published data for SRA 24 is presented in **Table 4.3-A, Air Quality Monitoring Summary – 1999-2008 (SRA 24)**. This data indicates that the baseline air quality conditions in the project area include occasional events of very unhealthy air. However, the frequency of smog alerts has dropped significantly in the last decade. Ozone and particulates are the two most significant air quality concerns in the project area. It is encouraging to note that ozone levels have dropped significantly in the last few years with approximately one-fifth or less days each year experiencing a violation of the state hourly ozone standard since 1999. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in the last twenty years. In fact, the last second stage alert was in Upland in 1988.

The CARB established a new 8-hour average California Ozone standard of 0.07 ppm, effective May 17, 2006. The Federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard of 0.08 ppm effective in June 2005. The Federal 8-hour ozone standard was recently revised from 0.08 ppm to 0.075 ppm and became effective on May 27, 2008.

The California NO₂ standards were amended and approved by CARB on February 23, 2007, which lowered the 1-hour standard from 0.25 ppm to 0.18 ppm and established a new annual standard of 0.030 ppm. However, these standards only become effective once the California Office of Administrative Law (OAL) approves them. The proposed regulation to change the NO₂ standards was sent to the OAL in January 2008 and approved on February 19, 2008. The new standards became effective on March 20, 2008.

Monitoring for PM-2.5 did not begin until 1999. Since then, the annual standard has been consistently exceeded as shown in **Table 4.3-A**. The 1997 Federal Annual Average Standard for PM-2.5 (15 µg/m³) was upheld by the U.S. Supreme Court in February 2001. Effective in December 2006, the Federal 24-hour PM-2.5 standard was revised from 65 µg/m³ to 35 µg/m³. The state annual average standard for PM-2.5 (12 µg/m³) was finalized in 2003 and became effective on July 5, 2003. Additionally, the Federal Annual PM-10 Standard was revoked in December 2006.

Table 4.3-A, Air Quality Monitoring Summary (SRA 24) – 1999-2008

	Pollutant/Standard Source: SCAQMD	Monitoring Year									
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
No. Days Exceeded	Ozone:										
	Health Advisory – 0.15 ppm	--	--	5	1	1	0	0	3	0	0
	California Standard:										
	1-Hour – 0.09 ppm	10	65	73	59	67	37	11	76	66	65
	8-Hour – 0.07 ppm ^a	--	--	--	--	--	47	18	84	88	94
	Federal Primary Standards:										
	8-Hour – 0.08 ppm (0.075 ppm) ^a	7	41	58	41	47	19	3	53	37(73)	41(77)
	Max 1-Hour Conc. (ppm)	0.11	0.16	0.152	0.147	0.155	0.128	0.126	0.17	0.139	0.142
	Max 8-Hour Conc. (ppm)	0.10	0.126	0.136	0.117	0.121	0.103	0.103	0.122	0.116	0.114
No. Days Exceeded	Carbon Monoxide^b:										
	California Standard:										
	1-Hour – 20 ppm	0	0	0	0	0	0	0	0	0	0
	8-Hour – 9.0 ppm	0	0	0	0	0	0	0	0	0	0
	Federal Primary Standards:										
	1-Hour – 35 ppm	0	0	0	0	0	0	0	0	0	0
	8-Hour – 9.0 ppm	0	0	0	0	0	0	0	0	0	0
	Max 1-Hour Conc. (ppm)	7.0	5.0	5.0	8.0	5	4	3	3	4	3
	Max 8-Hour Conc. (ppm)	4.4	4.3	3.4	3.0	3.7	3.0	2.5	2.1	2.9	2.0
No. Days Exceeded	Nitrogen Dioxide^b:										
	California Standard:										
	1-Hour – 0.18 ppm,	0	0	0	0	0	0	0	0	0	0
	Federal Standard:										
	Annual Arithmetic Mean (AAM) (ppm)	0.025	0.024	0.025	0.0240	0.022	0.017	0.022	0.020	0.021	0.019
	Max. 1-Hour Conc. (ppm)	0.13	0.10	0.15	0.10	0.09	0.09	0.08	0.08	0.07	0.09
No. Days Exceeded	Sulfur Dioxide^b:										
	California Standards:										
	1-Hour – 0.25 ppm	0	0	0	0	0	0	0	0	0	0
	24-Hour – 0.04 ppm	0	0	0	0	0	0	0	0	0	0
	Federal Primary Standards:										
	24-Hour – 0.14 ppm	0	0	0	0	0	0	0	0	0	0
	Annual Standard – 0.03 ppm ^d	No	No	No	No	No	No	No	No	No	No
	Max. 1-Hour Conc. (ppm)	0.03	0.11	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.01
	Max. 24-Hour Conc. (ppm)	0.011	0.041	0.011	0.002	0.012	0.015	0.011	0.004	0.002	0.003
No. Days Exceeded	Suspended Particulates (PM10):										
	California Standards:										
	24-Hour – 50 µg/m ³	30	13	16	24	19	15	19	19	32	12
	Federal Primary Standards:										
	24-Hour – 150 µg/m ³	0	0	0	0	0	0	0	0	0	0
	Annual Arithmetic Mean (µg/m ³) ^e	50.0	41.1	40.8	45.2	43.9	41.4	39.2	45.0	54.8	38.3
No. Days Exceeded	Max. 24-Hour Conc. (µg/m ³)	112	87	86	100	142	83	80	125	120	85
	Suspended Particulates (PM2.5)^b:										
	California and Federal Primary Standards:										
	24-Hour – 65 µg/m ³ (35µg/m ³) ^f	9	11	19	8	8	5	4	1(32)	3(33)	0(14)
	Annual Arithmetic Mean (µg/m ³) ^g	30.9	28.2	31.3	27.5	24.9	22.1	21.0	19.0	19.1	16.4
	Max. 24-Hour Conc. (µg/m ³)	111.2	119.6	98.0	77.6	104.3	91.7	98.7	68.5	75.7	57.7

Note -- No data available.

^a. 2004 is first year of SCAQMD records for state 8-hour Ozone standard.

^b. Metro Riverside County 1 air monitoring station (SRA 23) data summaries used.

^c. Federal NO₂ standard is AAM > 0.053; State NO₂ standard of AAM > 0.030 effective March 20, 2008.

^d. Yes or No indicating whether or not the standard has been exceeded for that year.

^e. Federal PM-10 standard is AAM > 50µg/m³ was revoked December 17, 2006. State standard is AAM > 20µg/m³, effective July 5, 2003.

^f. Federal 24-hour PM-2.5 standard changed to 35µg/m³ in 2006.

^g. Federal PM-2.5 standard is annual average (AAM) > 15µg/m³. State standard is annual average (AAM) > 12µg/m.

Related Regulations

Criteria Air Pollutants

The Federal and State Ambient Air Quality Standards (AAQS) establish the context for the local air quality management plans (AQMP) and for determination of the significance of a project's contribution to local or regional pollutant concentrations. Federal and State AAQS are presented in **Table 4.3-A**. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise, all referred to as “sensitive receptors.” SCAQMD defines a “sensitive receptor” as a land use or facility such as schools, childcare centers, athletic facilities, playgrounds, retirement homes, and convalescent homes (SCAQMD 1993).

Both Federal and State Clean Air Acts require that each non-attainment area prepare a plan to reduce air pollution to healthful levels. The 1988 California Clean Air Act and the 1990 amendments to the Federal Clean Air Act (CAA) established new planning requirements and deadlines for attainment of the air quality standards within specified time frames which are contained in the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised, and approved over the past decade (SCAQMD 1993). The currently adopted clean air plan for the basin is the 1999 SIP Amendment, approved by the U.S. Environmental Protection Agency (EPA) in 2000.

The AQMP for the Basin establishes a program of rules and regulations directed at attainment of the state and national air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections. The SCAQMD adopted an updated AQMP in June 2007, which outlines the air pollution measures needed to meet federal health-based standards for particulates (PM-2.5) by 2014 and for ozone by 2023 (SCAQMD 2007). The AQMP was forwarded to the CARB and approved on September 27, 2007. It was sent to the EPA for its final approval and to be included as a revision to California’s SIP on November 16, 2007.

The CARB maintains records as to the attainment status of air basins throughout the state, under both state and federal criteria. The portion of the Basin within which the proposed project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5, under both state and federal standards.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. They include the application of water or chemical stabilizers to disturbed soils; managing haul road dust by application of water; covering all haul vehicles before transport of materials; restricting vehicle speeds on unpaved roads to 15 mph; and sweeping loose dirt from paved site access roadways used by

construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.

SCAQMD Rule 1113 governs the sale of architectural coatings and limits the volatile organic compounds (VOC) in paints and paint solvents. Although this rule does not directly apply to the project, it does dictate the VOC content of paints available for use during building construction.

In order to reduce natural gas and electricity consumption, building design shall comply with the energy efficiency requirements of Title 24 of the California Code of Regulations. Since natural gas use and electricity generation produce air emissions, a reduction in natural gas and electricity consumption results in a related reduction in air quality emissions.

Toxic Air Contaminants

Toxic Air Contaminants are regulated under both federal and state laws. Federally, the 1970 Amendments to the Clean Air Act included a provision to address air toxics. California regulates toxic air contaminants through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (H&SC § 39660, et seq.) and Part 6 Air Toxics “Hot Spots” Information and Assessment (H&SC § 44300, et seq.). The CARB, working in conjunction with the Office of Environmental Health Hazard Assessment (OEHHA), identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant below a specific threshold based on its effects on health, or to the lowest concentration achievable through use of best available control technology for toxics (T-BACT). The program is administered by the CARB. Air quality control agencies, including the SCAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by CARB.

Diesel Regulations

In 1990, the State of California listed diesel exhaust as a known carcinogen under its Safe Drinking Water and Toxic Enforcement Act (Proposition 65). In 1998, the California Air Resources Board listed diesel particulate as a toxic air contaminant.

The CARB, a sub-agency of the California Environmental Protection Agency (Cal EPA), is taking the lead on addressing diesel emissions in the state of California. The first step to significantly reduce diesel emissions occurred in September 2000 when the CARB approved the “Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles” or Diesel Risk Reduction Plan. The two main goals of the Diesel Risk Reduction Plan are: 1) to get new diesel fueled engines to use state-of-the-art emission controls as well as low-sulfur diesel fuel and, 2) for existing diesel engines to be retrofitted with emission control features. Effects of meeting these goals set by the CARB would be reducing the health effects experienced by Californians from diesel exhaust.

Under the CARB's Diesel Risk Reduction Program, mobile diesel emissions have their own set of reduction programs, as opposed to stationary diesel sources (generators) which are addressed separately under the Reduction Plan. One of the incentive programs for mobile diesel sources is the Carl Moyer Program which is a clean engine incentive program. This program provides money in the form of grants to cover the incremental portion of the cost to purchase cleaner burning engines or retrofitting existing ones.

Other programs include a program designed to develop and implement strategies to reduce emissions from new on-road heavy-duty diesel engines. The primary method of implementing this program will be through the development of emission control regulations and test procedures for those new engines. The California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles were amended on October 17, 2007 and will reduce emission from new on-road heavy-duty diesel engines.

Strategies for reducing diesel emissions from existing on-road heavy duty engines will mainly be implemented through three sections of this program: retrofit assessment, heavy-duty testing, field support, and retrofit implementation. The CARB staff has developed regulations to reduce diesel particulate matter and other emissions from existing on-road heavy-duty diesel powered trucks and buses operating in California. These regulations were adopted by CARB on December 12, 2008. Beginning January 1, 2011, the Statewide Truck and Bus rule will require truck owners to install diesel exhaust filters on their rigs, with nearly all vehicles upgraded by 2014. Owners must also replace engines older than the 2010 model year according to a staggered implementation schedule that extends from 2012 to 2022. Also adopted on December 12 was the Heavy Duty Vehicle Greenhouse Gas Emission Reduction measure which requires long-haul truckers to install fuel efficient tires and aerodynamic devices on their trailers that lower greenhouse gas emissions and improve fuel economy.

Although the CARB will hand down programs and standards by which the SCAQMD can manage their jurisdiction for diesel emissions, the above programs are not regulations. Due to interstate commerce issues, regulating diesel emissions becomes not only a state level issue, but largely a federal issue. The SCAQMD is not responsible for direct regulation of mobile sources, including diesel trucks, except for publicly-owned fleets with 15 or more vehicles. The SCAQMD becomes involved in diesel issues because they are the permitting agency for stationary sources such as diesel generators and they are the agency responsible for implementing the Air Quality Management Plan for the South Coast Air Basin (Basin). Specifically, in the case of light industrial land uses, the SCAQMD does not have direct regulatory control over the diesel truck emissions traveling to and from these locations, but they do have the responsibility for implementing and managing air quality plans for the Basin in which these facilities will be operating.

In 2000, SCAQMD established a rule which mandated that whenever a public fleet operator with 15 or more vehicles replaces or purchases new vehicles, they must be either low-emission or alternatively fueled. The validity of this rule was challenged by the Engine Manufacturer's Association. The case was heard by the United States Supreme Court on January 14, 2004 and on April 28, 2004; the Supreme Court issued an opinion that under the Clean Air Act, SCAQMD and other local jurisdictions are prohibited from adopting regulations that require private fleet

owners to purchase clean-fueled vehicles. However, the court allowed the possibility that fleet rules can be applied to public fleets and may be valid for leased and used vehicles. SCAQMD's role in approval of light industrial land uses would be to provide guidance and recommendations on ways to address potential diesel emissions; but, they would not have regulatory authority over the diesel trucks using the proposed facilities.

In December 2000, the U.S. EPA announced its "Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements" (2007 Rule). This new rule required that new emission standards take effect in 2007 on new heavy duty engines and vehicles. The 2007 Rule standards are based on the use of emission control devices (much like the catalytic converters on gasoline automobiles). Coupled with the mechanical devices to control emissions which are not effective with the current high-sulfur diesel fuels on the market, the EPA also required diesel fuel to have 97 percent less sulfur content beginning in 2006.

As far as regulations, the state of California is on the forefront of making an attempt to regulate mobile-source diesel emissions. On February 1, 2005, a requirement limiting the idling of diesel-fueled commercial vehicles to five minutes at any location pursuant to Section 2485 of Chapter 10 within Title 13 of California Code of Regulations was adopted.

Off-road diesel vehicles are also regulated under CARB for both in-use (existing) and new engines. Off-road diesel vehicles include construction equipment.

There have been four sets of standards implemented by CARB, Known as Tiers. Tier 1 standards began in 1996. Tier 2 and 3 were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. On December 9, 2004, CARB adopted the Tier 4 or fourth phase of emission standards for late model year engines. These emission standards are nearly identical to those finalized by the U.S. EPA in May 2004. These standards will decrease PM and NO_x emissions to 90 percent below current levels, beginning in 2011.

Since most off-road vehicles today have no emission controls and can last 30 years or longer, CARB approved, on July 26, 2007, a regulation to reduce emission from existing off-road diesel vehicles used in construction and other industries. This regulation establishes emission rates targets that decline over time to accelerate turnover to newer, cleaner engines and requires exhaust retrofits to meet these targets. The regulation will affect the larger fleets first with average compliance dates in 2010; while medium and small fleet requirements will achieve compliance in 2013 and 2015, respectively. This regulation also includes the Surplus Off-Road Opt-in for NO_x (SOON) program. The local air districts may opt into the SOON program to reduce NO_x emissions beyond what is required by the regulation. Staff at SCAQMD proposed Rule 2449 which implements the SOON program. This rule was adopted at the May 2, 2008 board meeting. Opting in to this program is anticipated to achieve a 12 ton per day reduction in NO_x by 2014.

Greenhouse Gases

The Montreal Protocol on Substances That Deplete the Ozone Layer controls the phase-out of ozone depleting compounds (ODCs). Under this international agreement, several organizations report on the science of ozone depletion, implement projects to help move away from ODCs, and provide a forum for policy discussions. Many ODCs are also potent GHGs and so policies aimed at reducing their emissions also reduce emissions of GHGs. The SCAQMD supports state, federal, and international policies to reduce levels of ozone depleting gases through its Global Warming Policy and rules. Further, SCAQMD has developed ODC Replacement Guidelines to facilitate transition from ODCs to substances that are the most environmentally benign (SCAQMD 2005).

The US EPA has issued regulatory actions under the Clean Air Act and in some cases other statutory authorities to address issues related to climate change¹. Most recently, on December 7, 2009, Administrator Lisa Jackson signed a final action, under Section 202(a) of the Clean Air Act, finding that six key well-mixed greenhouse gases constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to the climate change problem.

The US EPA, under the Energy Independence and Security Act of 2007, is responsible for revising and implementing regulations to ensure that gasoline sold in the United States contains a minimum volume of renewable fuel. A Notice of Proposed Rulemaking for the Renewable Fuel Standard (RFS) program was published on May 26, 2009. The RFS program will increase the volume of renewable fuel required to be blended into gasoline from 9 billion gallons in 2008 to 36 billion gallons by 2022. The new RFS program regulations are being developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

On September 15, 2009, US EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed a new national program that would reduce GHG and improve fuel economy for all new cars and trucks sold in the United States. US EPA proposed the first-ever national GHG emissions standards under the Clean Air Act, and NHTSA proposed Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. This proposed national program would allow automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both Federal programs and the standards of California and other states.

In response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), US EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. Signed by the Administrator on September 22, 2009, the rule requires in general that suppliers of fossil fuels and industrial GHGs, manufacturers of vehicles and engines outside of the light duty sector, and facilities that emit 25,000 MT or more of GHGs per year to submit annual reports to US EPA. The rule is intended to collect accurate and timely emissions data to guide future policy decisions on climate change.

¹ <http://www.epa.gov/climatechange/initiatives/index.html>, accessed January 25, 2010.

On September 30, 2009 US EPA proposed new thresholds for GHG that define when Clean Air Act permits under the New Source Review and Title V operating permits programs would be required. The proposed thresholds would tailor these permit programs to limit which facilities would be required to obtain permits and would cover nearly 70 percent of the nation's largest stationary source GHG emitters—including power plants, refineries, and cement production facilities, while shielding small businesses and farms from permitting requirements.

California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest amendments were made in October 2005 and currently require new homes to use half the energy they used only a decade ago. In September 2008, the changes were adopted to the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1. The new 2008 standards went into effect January 1, 2010. Energy efficient buildings require less electricity, and electricity production by fossil fuels results in greenhouse gas emissions. Therefore, increased energy efficiency results in decreased greenhouse gas emissions.

California Assembly Bill 1493 (Pavley), signed by Governor Gray Davis on July 22, 2002, requires CARB to develop and adopt regulations that reduce GHG emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB will apply to 2009 and later model year vehicles. CARB estimates that the regulation will reduce climate change emissions from light duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030. The US EPA initially denied the Clean Air Act waiver required to implement AB 1493 on December 19, 2007. However, in January 2009, President Barack Obama issued a directive to the US EPA to reconsider California's request for a waiver. The EPA granted California's request for a CAA waiver on June 30, 2009.

In order to reduce GHG in California, Governor Arnold Schwarzenegger signed Executive Order S-3-05 in June 2005. This Order calls for the following GHG emission reduction targets to be established: reduce GHG emissions to 2000 levels by 2010; reduce GHG emissions to 1990 levels by 2020; and reduce GHG emissions to 80 percent below 1990 levels by 2050. It also requires biennial reports on potential climate change effects on several areas, including water resources. The Order also requires that the Secretary of the California Environmental Protection Agency (CalEPA) shall coordinate oversight of the efforts made to meet the targets with: the Secretary of the Business, Transportation and Housing Agency, Secretary of the Department of Food and Agriculture, Secretary of the Resources Agency, Chairperson of the Air Resources Board, Chairperson of the Energy Commission, and the President of the Public Utilities Commission. The Secretary of CalEPA leads a "Climate Action Team" made up of representatives from the agencies listed above to implement global warming emission reduction programs and report on the progress made toward meeting the statewide greenhouse gas targets that were established in the executive order. Per the Executive Order, the first Climate Action Team report to the Governor and the Legislature was released in March 2006 (2006 CAT Report).

In September 2006, Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 directs the CARB to implement regulations for a cap on sources or categories of sources of GHG emissions. GHG as defined under AB 32 includes: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The bill requires that CARB develop regulations to reduce emissions with an enforcement mechanism to ensure that the reductions are achieved, and to disclose how it arrives at the cap. It also includes conditions to ensure that businesses and consumers are not unfairly affected by reductions.

AB 32 requirements and milestones are as follows:

- June 30, 2007–Identification of discrete early action greenhouse gas emissions reduction measures. Three early action measures were approved by CARB on June 21, 2007. Six other discrete early action measures were subsequently approved.
- January 1, 2008–Establish a 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level. Adoption of mandatory reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.
- January 1, 2009–Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, the CARB Board adopted the Climate Change Scoping Plan (Scoping Plan) at its meeting.
- January 1, 2010–Adoption and enforcement of regulations to implement the “discrete” actions.
- January 1, 2011–Adoption of GHG emissions limits and reduction measures by regulation.
- January 1, 2012–GHG emissions limits and reduction measures adopted in 2011 become enforceable.

AB 32 codifies the state’s goal by requiring that statewide GHG emissions be reduced to 1990 levels by the year 2020.

Under AB 32, CARB published its Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California in October 2007. There are 44 early action measures, both regulatory and non-regulatory, and are currently underway or to be initiated by the CARB in the 2007 to 2012 timeframe. The early action measures apply to the fuels, transportation, forestry, agriculture, education, energy efficiency, commercial, waste, fuels, cement, oil and gas, electricity, and fire suppression sectors. As noted in the milestones above, nine of the early action measures are discrete early action measures that are regulatory and enforceable by January 1, 2010. CARB estimates that the 44 recommendations have the potential to result in GHG reductions of at least 42 MMTCO₂e by 2020, representing approximately 25 percent of the 2020 target.

As discussed in the Scoping Plan, the projected total business-as-usual emissions for year 2020 (596 MMTCO₂e) must be reduced approximately 30 percent to achieve CARB’s approved 2020 emission target of 427 MMTCO₂e. This is approximately 15 percent reduction in today’s levels.

The Scoping Plan identifies recommended measures for several GHG emission sectors and the associated emission reductions to meet the 2020 emissions target. Each sector has a different emission reduction target. The majority of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements for reducing California's GHG to 1990 levels by 2020 include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

Also in September 2006, Governor Arnold Schwarzenegger signed Senate Bill (SB) 1368 which calls for the adoption of a greenhouse gas (GHG) performance standard for in-state and imported electricity generators to mitigate climate change. On January 25, 2007, the California Public Utilities Commission adopted an interim GHG emissions performance standard. This standard is a facility-based emissions standard requiring all new long-term commitments for baseload generation to serve California consumers to be with power plants that have emissions no greater than a combined cycle gas turbine plant. The established level is 1,100 pounds of CO₂ per megawatt-hour.

Executive Order S-01-07 was approved by the Governor on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. It also requires that a Low Carbon Fuel Standard for transportation fuels be established for California.

The Western Regional Climate Action Initiative was signed on February 26, 2007 by five states: Washington, Oregon, Arizona, New Mexico, and California. Utah, as well as Manitoba and British Columbia, Canada joined in April 2007. Montana joined in January 2008 and Quebec moved from Observer to Partner status in April 2008. Other United States and Mexican states and Canadian provinces have joined as observers. The Initiative plans on collaborating to identify, evaluate, and implement ways to reduce GHG emissions in the states collectively and to achieve related co-benefits. The Initiative announced recommendations for the design of a regional market-based cap and trade program in September 2008 and released their document "Background Document and Progress Report for Essential Requirements of Mandatory

Reporting for the Western Climate Initiative, Third Draft” on January 6, 2009. In addition, a multi-state registry will track, manage, and credit entities that reduce GHG emissions.

In August 2007, Governor Arnold Schwarzenegger signed Senate Bill (SB) 97, CEQA: Greenhouse Gas Emissions. The bill would require the OPR, by July 1, 2009, to prepare guidelines for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency would be required to certify and adopt those guidelines by January 1, 2010. On June 19, 2008, OPR released an interim technical advisory for addressing climate change in CEQA documents (OPR 2008). The recommended approach is to identify and quantify project-related GHG emissions; determine its significance; and if the impact is found to be potentially significant, implement mitigation measures or alternatives that will reduce the impact below significance. Further, the guidance states that the lead agency is not responsible for completely eliminating all project-related GHG emissions.

Pursuant to SB 97, OPR released and the Natural Resources Agency adopted CEQA Guideline Amendments (Adopted Amendments) addressing GHG emissions on December 30, 2009. The Natural Resources Agency also released “Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97” (FSOR) providing additional explanation about the Adopted Amendments². The Adopted Amendments will not become effective until after the Office of Administrative Law completes its review of the Adopted Amendments and rulemaking file, and transmits the Adopted Amendments to the Secretary of State for inclusion in the California Code of Regulations.

Among other things, these Adopted Amendments require that public agencies consider GHG in any CEQA documents. The Adopted Amendments establish a new section within Appendix G, GREENHOUSE GAS EMISSIONS, with two issue questions to determine if the project would: a) generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or b) conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? However, because these Adopted Amendments were not established at the time the NOP for this project was circulated, they will not be included as separate thresholds herein. However, this section’s GHG analysis discusses the subject matter of the additional Environmental Checklist Form questions included in Appendix G.

The Adopted Amendments emphasize that lead agencies have the discretion to determine appropriate significance thresholds for evaluating GHG impacts that are supported by substantial evidence in the record. According to Section 15064.4(a) of the Adopted Amendments, “The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064 [Determining the Significance of the Environmental Effects Caused by a Project]. A lead agency should make a good-faith effort,

² Adopted Amendments and FSOR available at <http://ceres.ca.gov/ceqa/guidelines/>

based on the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.”

In addition, Section 15064.7(c) of the Adopted Amendments specifies that “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” The Resources Agency FSOR emphasizes that the Adopted Amendments encourage lead agencies to rely on thresholds developed by other agencies with specialized expertise, and note that air districts, in particular, may provide guidance on adopting thresholds of significance (Natural Resources Agency FSOR page 25). Thus, the Adopted Amendments do not prescribe specific significance thresholds for use by lead agencies. Rather, they emphasize the lead agency's discretion in developing significance thresholds, and encourage lead agencies to consider thresholds by other agencies as well.

The Adopted Amendments support the use of AB 32 as a performance-based significance threshold against which to evaluate cumulative GHG impacts from a project. According to Section 15064.4(a)(2), lead agencies may rely on performance-based standards in determining a project's impacts. In addition, Section 15064.4(b)(3) of the Adopted Amendments permits consideration by the lead agency of “the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions” when assessing the significance of impacts from greenhouse gas emissions on the environment.

The Adopted Amendments also maintain the existing CEQA Guidelines concept of consistency with an approved plan or mitigation program demonstrating a project's impacts are less than significant; however, the Adopted Amendments provide further examples of what these plans might include (CEQA Guidelines §15064(h)(3)). According to the Adopted Amendments, such a program or plan may “include[e], but [is] not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions.” (*Id.*; *see also* Adopted Amendments, Appendix G, VII(b).) (“Would the project . . . [c]onflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing emissions of greenhouse gases?”).

In summary, OPR and the Natural Resources Agency has attempted to make the Adopted Amendments consistent with the existing CEQA framework for environmental analysis, including but not limited to the determination of baseline conditions, determination of significance, cumulative impacts and evaluation of mitigation measures. For these reasons, OPR did not identify a threshold of significance for greenhouse gas emissions, nor did they prescribe assessment methodologies or specific mitigation measures. The Adopted Amendments encourage lead agencies to consider many factors in performing a CEQA analysis, but preserve the discretion granted by CEQA to lead agencies in making their own determinations based on substantial evidence. The Adopted Amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. The approach used in this Draft EIR to evaluate GHG impacts is consistent

with OPR's Adopted Amendments by addressing the checklist questions in Appendix G within the context of the Initial Study checklist questions circulated with the NOP. The City of Perris is taking a conservative approach and concluding that any general development project that is inconsistent with State or local policies adopted to reduce the amount of GHG emissions associated with new development projects (e.g., the 2006 CAT Report) and/or generates a net increase of gaseous operational criteria pollutant emissions (VOC, NO_x, and/or CO) that exceeds the daily regional thresholds of significance recommended by the SCAQMD for criteria pollutant emissions, would also contribute a considerable amount of GHG emissions to the state-wide cumulative GHG impact.

On September 30, 2008, Governor Arnold Schwarzenegger signed Senate Bill (SB) 375 (Steinberg). SB 375 focuses on housing and transportation planning decisions to reduce fossil fuel consumption and conserve farmlands and habitat. This legislation is important to achieving AB 32 goals because greenhouse gas emissions associated with land use, which includes transportation, are the single largest source of emissions in California. SB 375 provides a path for better planning by providing incentives to locate housing developments closer to where people work and go to school, allowing them to reduce vehicle miles traveled (VMT) every year.

To achieve these goals, SB 375 will:

- require the regional transportation plan for each of the state's major metropolitan areas to adopt a "sustainable community strategy" that will meet the region's target for reducing GHG emissions from cars and light trucks. These strategies would get people out of their cars by promoting smart growth principles such as: development near public transit; projects that include a mix of residential and commercial use; and projects that include affordable housing to help reduce new housing developments in outlying areas with cheaper land and reduce vehicle miles traveled (VMT);
- create incentives for implementing the sustainable community strategies by allocating federal transportation funds only to projects that are consistent with the emissions reductions; and
- provide various forms of CEQA relief by allowing projects that are shown to conform to the preferred sustainable community strategy through the local general plans (and therefore contribute to GHG reduction) to have a more streamlined environmental review process. Specifically, if a development is consistent with the sustainable community's strategy and incorporates any mitigation measures required by a prior EIR; then, the environmental review does not have to consider: a) growth-inducing impacts, or b) project-specific or cumulative impacts from cars on global climate change or the regional transportation network. In addition, a narrowly-defined group of "transit priority projects" will be exempt from CEQA review.

On October 24, 2008, CARB released the *Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significant Thresholds for Greenhouse Gases under CEQA* recommending GHG-related significance thresholds which lead agencies can use in the significance determination pursuant to OPR's request (CARB 2008). The current recommendations are a sector-specific approach to develop threshold for project that result in a substantial portion of the state's GHG emissions. The preliminary interim thresholds are for two

sectors: 1) industrial projects, and 2) residential and commercial projects. For industrial projects that do not qualify under existing CEQA statutory or categorical exemptions, CARB recommends that GHG-related impacts may be found to be insignificant if they: (1) meet interim performance standards for construction and transportation-related emissions; and (2) emit no more than 7,000 MTCO₂E from non-transportation operational sources. CARB recommends that residential and commercial projects that do not qualify under existing CEQA statutory or categorical exemptions are presumed to have a less than significant impact related to climate change if: (1) construction activities meet an interim CARB performance standard for construction-related emissions; (2) operational activities: i) meet the California Energy Commission's Tier II Energy Efficiency goal; ii) meet an interim CARB performance standard for water use; iii) meet an interim CARB performance standard for waste; and iv) meet an interim CARB performance standard for transportation; and (3) the project will emit no more than a "to be determined" limit for metric tons CO₂e per year. Although the CARB 2008 Draft Guidance indicated CARB's intent to provide final guidance to OPR before OPR issued its draft CEQA guidelines, CARB did not release final guidance before OPR's April 2009 release of its Proposed CEQA Guidelines or the July 2009 Natural Resources Agency Notice. Because no further guidance has been issued as of January 2010, these recommendations are not utilized in the project's analysis; they are briefly addressed here for the purpose of full disclosure. Instead, the City of Perris is taking a conservative approach as described above.

Regionally, the SCAQMD is responsible for monitoring air quality; and planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs developed include air quality rules and regulations that regulate stationary source emissions, including area and point sources and certain mobile source emissions. The SCAQMD is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emissions increases. The SCAQMD enforces air quality rules and regulations through a variety of means, including inspections, educational and training programs, and fines. A number of GHG are currently regulated through implementation of rules adopted by the SCAQMD, as discussed below.

Methane emissions from landfills are reduced by SCAQMD Rule 1150.1 – Control of Gaseous Emissions from Active Landfills. Methane emissions from petroleum sources are reduced by a number of rules in SCAQMD Regulation XI that control fugitive emissions from petroleum production, refining, and distribution.

SCAQMD Rule 1418 – Halon Emissions From Fire Extinguishing Equipment requires the recovery and recycling of halons used in fire extinguishing systems and prohibits the sale of halon in small fire extinguishers.

SCAQMD Rule 1415 – Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems requires CFC refrigerants to be reclaimed or recycled from stationary refrigeration and air conditioning systems. SCAQMD Rule 1405 – Control of Ethylene Oxide and Chlorofluorocarbon Emissions From Sterilization or Fumigant Processes requires recovery of reclamation of CFCs at certain commercial facilities and eliminates the use of some CFCs in the sterilization processes. Some CFCs are classified as TACs and regulated by SCAQMD Rule

1401 – New Source Review of Toxic Air Contaminants and SCAQMD Rule 1402 Control of Toxic Air Contaminants from Existing Sources.

SCAQMD regulates TCA compound as a toxic air contaminant under Rules 1401 and 1402.

In addition to current rules and regulations which also address GHG, SCAQMD plans to provide guidance to local lead agencies on determining significance for GHG in their CEQA documents by convening a *GHG CEQA Significance Threshold Working Group* to work with SCAQMD staff on developing GHG CEQA significance thresholds. The SCAQMD began hosting monthly working group meetings in April 2008. The result of the working group meeting on October 22, 2008 was a *Draft AQMD Staff CEQA Greenhouse Gas Significance Threshold* (SCAQMD 2008a) and the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008b). The Draft Threshold is intended to be interim guidance until statewide significance thresholds or guidance is established. The proposed significance threshold is a tiered approach which allows for flexibility by establishing multiple thresholds to cover a broad range of projects.

The SCAQMD proposal in October 2008 included three tiers of compliance that may lead to a determination that impacts are less than significant, including: (1) projects with greenhouse gas emissions within budgets set out in approved regional plans, to be developed under the SB 375 process; (2) projects with greenhouse gas emissions that are below designated quantitative thresholds: (i) industrial projects with an incremental greenhouse gas emissions increase that falls below (or is mitigated to be less than) 10,000 MTCO_{2e} /yr; or (ii) commercial and residential projects with an incremental greenhouse gas emissions increase that falls below (or is mitigated to be less than) 3,000 MTCO_{2e} /yr, provided that such projects also meet energy efficiency and water conservation performance targets that have yet to be developed; (3) projects that purchase greenhouse gas offsets which, either alone or in combination with one of the three tiers mentioned above, achieve the target significance screening level.

On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. Currently, the Board has only adopted thresholds relevant to industrial (stationary source) projects. To achieve a policy objective of capturing 90% of GHG emissions from new residential/commercial development projects and implement a “fair share” approach to reducing emission increases from each sector, SCAQMD staff has proposed combining performance standards and screening thresholds. The performance standards suggested have primarily focused on energy efficiency measures beyond Title 24 Part 6, California’s building energy efficiency standards, and a screening level of 3,000 tonnes CO_{2e} per year based on direct operational emissions. Above this screening level, project design features designed to reduce GHGs must be implemented to reduce the impact to below a level of significance. SCAQMD staff are performing additional analyses to further define the performance standards as well as coordinating with CARB’s interim GHG proposal. At this time SCAQMD is waiting for CARB’s recommendations for the residential/commercial sector. Once CARB adopts the

statewide significance thresholds, staff will report back to the Board regarding any recommended changes or additions to the SCAQMD's interim threshold.³

Since December of 2008, the SCAQMD continued hosting the working group meetings and revised the draft threshold proposal several times although it did not officially provide these proposals in a subsequent document. The working group meeting on November 19, 2009⁴ proposed two options lead agencies can select from for screening thresholds of significance for GHG emissions in residential and commercial projects. Option 1 is by land use where the numeric threshold is 3,500 tons per year of CO₂e of (tpy) for residential projects; 1,400 tpy for commercial projects; and 3,000 tpy for mixed use projects. Option 2 is a combined approach for all three land use types and is set at 3,000 tpy. Because this guidance continues to evolve, these recommendations are not utilized in the project's analysis; they are briefly addressed here for the purpose of full disclosure.

Instead, the City of Perris is taking a conservative approach, as described above, and concluding that any general development project that is inconsistent with State or local policies adopted to reduce the amount of GHG emissions associated with new development projects (e.g., the 2006 CAT Report) and/or generates a net increase of gaseous operational emissions (VOC, NO_x, and/or CO) that exceeds the daily regional thresholds of significance recommended by the SCAQMD for criteria pollutant emissions, would also contribute a considerable amount of GHG emissions to the state-wide cumulative GHG impact.

City of Perris General Plan

The Conservation Element of the Perris General Plan contains the following goals, policies and implementation measures related to creating a sustainable community and by extension to air quality:

- Goal VIII** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.
- Policy VIII.A** Adopt and maintain development regulations that encourage water and resource conservation.
- Measure VIII.A.1** Use indigenous and/or drought-resistant planting materials and efficient irrigation systems in residential projects as a means of reducing water demand, including smart irrigation systems.
- Measure VIII.A.2** Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.
- Measure VIII.A.3** Use water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

³ <http://www.aqmd.gov/hb/2008/December/081231a.htm>

⁴ <http://www.aqmd.gov/ceqa/handbook/GHG/nov19mtg/nov19.html>

- Measure VIII.A.4** Use gray water, and water conserving appliances and fixtures within all new commercial and industrial developments.
- Measure VIII.A.5** Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.
- Measure VIII.A.7** Create and maintain reclaimed water systems to provide reclaimed water for irrigation of municipal and commercial landscaping.
- Measure VIII.A.8** Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.
- Policy VIII.B** Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
- Measure VIII.B.1** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City’s current recycling program.
- Measure VIII.B.2** Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.
- Measure VIII.B.3** Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.
- Goal IX** Encourage project designs that support the use of alternative transportation facilities.
- Policy IX.A** Encourage land uses and new development that support alternatives to the single occupant vehicle.
- Measure IX.A.1** Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on-site, car pool parking, and bus stop shelters.
- Measure IX.A.2** Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
- Measure IX.A.4** Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
- Measure IX.A.5** The City shall require all new public and private development to include bike and walking paths wherever feasible.
- Goal X** Encourage improved energy performance standards above and beyond the California Title 24 requirements.
- Policy X.A** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
-

- Measure X.A.2** Encourage energy conservation devices including but not limited to lighting, water heater treatments, solar energy systems, etc. for all residential projects.
- Policy X.B** Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.
- Measure X.B.1** Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic, and economic benefits of trees in the urban environment.
- Measure X.B.3** Provide educational materials to residents about the value of trees in the environment and encourage the planting of trees and tree care.
- Policy X.C** Encourage strategic shape and placement of new structures within new commercial and industrial projects.
- Measure X.C.1** Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.
- Measure X.C.2** When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Design Considerations

In addition to compliance with Title 24, this proposed project will incorporate design measures from the *Leadership in Energy and Environmental Design (LEED) for New Construction Green Building Rating System* which is a performance-oriented rating system where building projects earn points for satisfying criterion designed to address specific environmental impacts inherent in the design, construction, operations, and management of a building. The LEED rating system is organized into five environmental categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, and Indoor Environmental Quality. An additional category, Innovation and Design, awards points to LEED projects that develop new solutions, employ new technologies, educate, or realize exemplary performance in another area. There are four levels of the LEED rating system: certified, silver, gold, and platinum.

Based on preliminary project data as indicated in **Table 4.3-B** below, the proposed project would incorporate various project design features and operational processes that would result in a LEED score of 33 out of a possible 69. The project's goal is not to be certified through LEED, but to incorporate design features from the LEED rating system which would reduce the project's overall environmental impacts including those related to GHG production.

Table 4.3-B
LEED for New Construction v2.2 Registered Project Checklist

LEED Category	Credit Description	Yes	Maybe	No
Sustainable Sites				
Prerequisite 1	Construction Activity Pollution Prevention	Req.		
Credit 1	Site Selection	1		
Credit 2	Development Density and Community Connectivity		1	
Credit 3	Brownfield Redevelopment			
Credit 4.1	Alternative transportation, Public Transportation Access		1	
Credit 4.2	Alternative Transportation, Bicycle Storage	1		
Credit 4.3	Alternative Transportation, Low-Emission and Fuel Efficient Vehicles	1		
Credit 4.4	Alternative Transportation, Parking Capacity	1		
Credit 5.1	Site Development, Protect or Restore Habitat		1	
Credit 5.2	Site Development, Maximize Open Space		1	
Credit 6.1	Stormwater Design, Quality Control	1		
Credit 6.2	Stormwater Management, Quality Control		1	
Credit 7.1	Heat-Island Effect, Non-Roof		1	
Credit 7.2	Heat-Island Effect, Roof		1	
Credit 8	Light Pollution Reduction	1		
	Sustainable Sites Totals	6	7	
Water Efficiency				
Credit 1.1	Water Efficient Landscaping, Reduce by 50%	1		
Credit 1.2	Water Efficient Landscaping, No Potable Use or No Irrigation		1	
Credit 2	Innovative Water Technologies			1
Credit 3.1	Water Use Reduction, 20% Reduction	1		
Credit 3.2	Water-Use Reduction, 30% Reduction	1		
	Water Efficiency Totals	3	1	1
Energy and Atmosphere				
Prerequisite 1	Fundamental Commissioning of the Building Energy Systems	Req.		
Prerequisite 2	Minimum Energy Performance	Req.		
Prerequisite 3	Fundamental Refrigerant Management	Req.		
Credit 1	Optimize energy performance: 14 % New Buildings or 7 % Existing Building Renovations	2		
Credit 2	On-Site Renewable Energy		3	
Credit 3	Enhanced Commissioning	1		
Credit 4	Enhanced Refrigerant Management	1		
Credit 5	Measurement and Verification		1	
Credit 6	Green Power		1	
	Energy and Atmosphere Totals	4	4	
Materials and Resources				
Prerequisite 1	Storage and Collection of Recyclables	Req.		
Credit 1.1	Building Reuse, Maintain 75% of Existing Walls, Floors, and Roof			1
Credit 1.2	Building Reuse, Maintain 95% of Existing Walls, Floors, and Roof			1

LEED Category	Credit Description	Yes	Maybe	No
Credit 1.3	Building Reuse, Maintain 50% of Existing Walls, Floors, and Roof			1
Credit 2.1	Construction Waste management, Divert 50% from disposal	1		
Credit 2.2	Construction Waste management, Divert 75% from disposal	1		
Credit 3.1	Materials Reuse, 5%	1		
Credit 3.2	Materials Reuse, 10%		1	
Credit 4.1	Recycled Content, 10% (Post-Consumer + ½ pre-consumer)	1		
Credit 4.2	Recycled Content, 20% (Post-Consumer + ½ pre-consumer)		1	
Credit 5.1	Regional Materials, 10% Extracted, Processed and Manufactured Regionally	1		
Credit 5.2	Regional Materials, 20% Extracted, Processed and Manufactured Regionally		1	
Credit 6	Rapidly Renewable Materials		1	1
Credit 7	Certified Wood		1	1
	Materials and Resources Totals	5	5	3
Indoor Environmental Quality				
Prerequisite 1	Minimum IAQ Performance	Req.		
Prerequisite 2	Environmental Tobacco Smoke (ETS) Control	Req.		
Credit 1	Outdoor Air Delivery Monitoring		1	
Credit 2	Increased Ventilation		1	
Credit 3.1	Construction IAQ Management Plan – during construction	1		
Credit 3.2	Construction IAQ Management Plan – before occupancy	1		
Credit 4.1	Low-emitting materials, adhesives and sealants	1		
Credit 4.2	Low-emitting materials, paints and coatings	1		
Credit 4.3	Low-emitting materials, carpet systems	1		
Credit 4.4	Low-emitting materials, Composite Wood and Agrifiber Products	1		
Credit 5	Indoor Chemical and Pollutant Source Control	1		
Credit 6.1	Controllability of Systems, Lighting	1		
Credit 6.2	Controllability of Systems, Thermal Comfort	1		
Credit 7.1	Thermal Comfort, Design	1		
Credit 7.2	Thermal Comfort, Verification		1	
Credit 8.1	Daylight & Views, Daylight 75% of Spaces	1		
Credit 8.2	Daylight & Views, Daylight 90% of Spaces	1		
	Indoor Environmental Quality Totals	12	3	0
Innovation and Design Process				
Credit 1.1	Innovation in Design: WE c 3 40%	1		
Credit 1.2	Innovation in Design: SS c 7.1 100%	1		
Credit 1.3	Innovation in Design: EA c 6 double contract		1	
Credit 1.4	Innovation in Design: tenant LEED guideline		1	
Credit 2	LEED Accredited Professional	1		
	Innovation and Design Process Totals	3	2	1

TOTAL CREDITS		Yes	Maybe	No
	LEED Levels: Certified = 26-32, Silver = 33-38, Gold = 39-51, Platinum = 52-69	33	23	4

Note: Req. = required of all development and does not count towards total credits

The credits listed above in **Table 4.3-B** incorporate various design features which will increase the project's overall performance in each of the five categories from project design and construction through operations and maintenance. The specific features (credits) that will be implemented from **Table 4.3-B** are preliminary at this time and will not be completed until after the project is approved.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified as described in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to air quality may be considered potentially significant if the project would:

- Conflict with or obstruct implementation of the applicable air quality plan. Specifically, the Air Quality Management Plan for the South Coast Air Basin.
- Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Expose a substantial number of people to objectionable odors.

The threshold involving the exposure of sensitive receptors to substantial pollutant concentrations will be expanded on and analyzed based on the SCAQMD's threshold for Toxic Air Contaminants (TACs) as shown below.

- Expose sensitive receptors to substantial pollutant concentrations.
 - Expose sensitive receptors to any Toxic Air Contaminant (TAC), at a level that exceeds 10 excess cancer cases per one million people (per SCAQMD);
 - Expose sensitive receptors to a hazard index of 1.0 or greater using a chronic reference exposure level for chronic non-cancer risks associated with TACs(per SCAQMD)

In regard to Thresholds of Significance related to GHG, at the time the Initial Study/NOP was released in November 2008, neither the SCAQMD nor any other air district in California had promulgated a quantitative or qualitative significance threshold for GHG. Similarly, neither the California EPA nor the U.S. EPA has developed, to date, guidelines on how to prepare an impact assessment for a community's or project's GHG contribution to global climate change. However, both the SCAQMD and the CARB released draft approaches for setting interim GHG significance thresholds in CEQA documents in late October 2008. Subsequently, the SCAQMD

adopted, on December 5, 2008, a GHG significance threshold for industrial projects where the SCAQMD is the lead agency. Additionally, OPR released and the Natural Resources Agency approved amendments to the CEQA Guidelines addressing GHG emissions on December 30, 2009. These actions are all described above in the Related Regulations section. Another limitation to establishing a local threshold, based on a quantitative analysis, is that emissions models such as EMFAC and URBEMIS evaluate aggregate emissions and do not demonstrate, with respect to global impact, how much of these emissions are “new” emissions specifically attributable to the proposed project in question. In the absence of any other adopted thresholds, the City of Perris is taking a conservative approach and concluding that any general development project that is inconsistent with State or local policies adopted to reduce the amount of GHG emissions associated with new development projects (e.g., the 2006 CAT Report) and/or generates a net increase of gaseous operational emissions (VOC, NO_x, and/or CO) that exceeds the daily regional thresholds of significance recommended by the SCAQMD for criteria pollutant emissions, would also contribute a considerable amount of GHG emissions to the state-wide cumulative GHG impact.

Environmental Impacts Before Mitigation

Threshold: *Conflict with or obstruct implementation of the applicable air quality plan.*

The AQMP for the SCAB sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections and meeting the land use designation set forth in the local General Plan. This analysis utilizes the compliance with local land use plans as the basis for its significance determination.

According to the City of Perris General Plan, the property is located in Planning Area 3: Agricultural Conversion Area. The area currently consists of agricultural-zoned land that represents 42% of the City’s agricultural zoning, although there is no agricultural land use designation in the General Plan. The largest land use within Planning Area 3 is Light Industrial. The General Plan plans to expand the light industrial and commercial land uses due to the close proximity to Interstate 215, a cargo airport, rail lines, and other commercial and industrial land uses. Conversion of agricultural land to light industrial and commercial uses is compatible with surrounding land uses and consistent with the General Plan with the intension of promoting economic growth within an undeveloped area in the City of Perris.

The General Plan land use designation for the project property is “Light Industrial” and “Public/Semi-Public Facilities/Utilities.” These designations allow limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations. The minimum lot size for this land use is 10,000 square feet. The project is proposing a 1,191,080 square foot distribution center, which falls within the requirements of the

General Plan land use designation for “Light Industrial” and overflow parking which is consistent with the “Public/Semi-Public Facilities/Utilities” designation.

The proposed project is considered to be consistent with the Land Use Plan set forth in the General Plan. Therefore, since the AQMP utilized an Industrial land use designation for most of the project site and Public/Semi-Public Facilities/Utilities for the northern 155 feet of the project site, and the project is industrial with overflow parking on the northern 155 feet of the project site, the project can be determined to be consistent with the AQMP. Therefore the project will not conflict with or obstruct implementation of the applicable AQMP, and **potential impacts will be less than significant with no mitigation required.**

Threshold: *Violate any air quality standard or contribute substantially to an existing or projected air quality violation.*

Air quality impacts can be divided into short-term and long-term impacts. Short-term impacts are usually related to construction and grading activities. Long-term impacts are usually associated with build-out conditions and long-term operations of a project. Both short-term and long-term air quality impacts can be analyzed on a regional and localized level. Regional air quality thresholds examine the effect of project emissions on the air quality of the Basin, while localized air quality impacts examine the effect of project emissions on the neighborhood around the project site. The following information was derived from the Air Quality Impact Analysis (AQIA) which is found in Appendix C.

SCAQMD’s Regional Significance Threshold (RST) Analysis

The thresholds shown in **Table 4.3-C** below are from the SCAQMD’s CEQA Handbook and are the standard regional thresholds for determining significance under CEQA sanctioned by the SCAQMD. These regional significance thresholds were developed by SCAQMD based on the estimated daily emissions of a major stationary source.

Table 4.3-C, SCAQMD CEQA Regional Significance Thresholds

Emission Threshold	Units	VOC	NO_x	CO	SO_x	PM-10	PM-2.5
Construction	lbs/day	75	100	550	150	150	55
Operations	lbs/day	55	55	550	150	150	55

Short-Term Impacts – RST Analysis

Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Short-term impacts will also include emissions generated during construction as a result of operation of personal vehicles by construction workers, asphalt degassing and architectural coating (painting) operations.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the project (61.63 acres), a Fugitive Dust Control Plan or Large Operation Notification would be required.

SCAQMD Rule 1113 governs the sale of architectural coatings and limits the volatile organic content (VOC) in paints and paint solvents. Although this rule does not directly apply to the project, it does dictate the VOC content of paints available for use during building construction.

Short-term emissions were evaluated using the URBEMIS 2007 for Windows version 9.2.4 computer program. The model evaluated emissions resulting from site grading and project construction. The total construction period is expected to require nine months, beginning no earlier than 2010. The default parameters within URBEMIS were used and these default values reflect a worst-case scenario, which means that the actual project emissions are expected to be equal to or less than the estimated construction emissions. In addition to the default values used, several assumptions relevant to model input for short-term construction emission estimates are:

- The site is currently vacant, so no demolition will be necessary.
- The project will begin construction no earlier than January 2010 and take approximately 9 months to complete.
- The first phase of construction will consist of grading. It is estimated that a maximum of 15.4 acres could be graded in one day. Earthwork numbers include 171,000 cubic yards of onsite cut and fill.
- To evaluate project compliance with SCAQMD Rule 403 for fugitive dust control, the project utilized the mitigation options of watering the project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions, stabilizing soil during equipment loading/unloading which achieves a control efficiency of 69 percent for PM-10 and PM-2.5 emissions, and reducing vehicle speed on unpaved roads to less than 15 miles per hour which achieves a control efficiency of 44 percent for PM-10 and PM-2.5 emissions.
- After the site is graded, building construction will begin. This project consists of tilt-up concrete buildings. The concrete slabs used in these warehouse buildings are poured on-site and are placed in position once they are cured.

Table 4.3-D summarizes the estimated construction emissions.

Table 4.3-D, Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Site Grading	13.36	151.49	63.92	0.14	401.85	88.76
Building Construction	16.36	142.94	197.64	0.33	7.86	6.44
Paving	6.38	28.33	14.65	0.02	2.00	1.80
Architectural Coating/Painting	1,343.38	0.94	16.36	0.02	0.15	0.08
Maximum¹	1,366.12	172.21	228.65	0.37	401.85	88.76
Exceeds Threshold?	Yes	Yes	No	No	Yes	Yes

Notes: See Appendix A for model output report.

¹ Building construction was assumed to occur after site grading is completed, the maximum construction emissions are the greater of either site grading or the remaining phases of construction.

Evaluation of the above table indicates that the criteria pollutant emissions from construction of this project are above the SCAQMD recommended daily regional thresholds for VOC, NO_x, PM-10, and PM-2.5 during construction and VOC during architectural coating/painting.

Long-Term Impacts – RST Analysis

Long-term emissions are evaluated at build-out for the completed project (2011). Operational emissions refer to on-road motor vehicle emissions from project build-out. These numbers are estimated by using the trip generation rate and vehicle fleet mix assumptions provided in the project-specific Traffic Study (Webb Associates 2008) and using them with the EMFAC2007 statewide vehicle fleet mix information to extrapolate a project-specific fleet mix (Appendix A). URBEMIS 2007 defaults for travel conditions such as commuter and non-work trip lengths for the Basin were used since project-specific information was not available. However, trip lengths relating to the heavy-duty trucks serving the project site, known as customer trip lengths, were changed from a default value of 8.9 miles per one-way trip to 42 miles per one-way trip to better estimate the regional movement of goods in the SCAB. Area source emissions include stationary combustion emissions of natural gas used for space and water heating, yard and landscape maintenance (assumed to occur throughout the year in southern California), and an average building square footage to be repainted each year.

Separate emissions were computed for both summer and winter (see **Tables 3.3-E and F**).

Table 4.3-E, Estimated Daily Project Operation Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00
Landscaping	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	6.97	-	-	-	-	-
Vehicles	58.35	475.64	470.64	1.02	109.83	32.68
Total	65.50	476.47	472.87	1.02	109.84	32.69
Exceeds Threshold?	Yes	Yes	No	No	No	No

Table 4.3-F, Estimated Daily Project Operation Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Natural Gas	0.06	0.81	0.68	0.00	0.00	0.00
Landscaping	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	6.97	-	-	-	-	-
Vehicles	62.58	529.43	452.24	0.96	109.83	32.68
Total	69.73	530.26	454.47	0.96	109.84	32.69
Exceeds Threshold?	Yes	Yes	No	No	No	No

Emissions from the daily operations of the project will exceed the daily regional thresholds set by SCAQMD for VOC and NO_x in both summer and winter.

RST Analysis Conclusion

Based on the regional significance threshold analysis for the proposed project, the short-term construction will result in an exceedance for VOC, NO_x, PM-10, and PM-2.5 during construction. The long-term operation of the project will exceed the daily regional thresholds set by SCAQMD for VOC and NO_x in both summer and winter.

SCAQMD's Localized Significance Threshold (LST) Analysis

The pollutants analyzed under the LST are CO, NO_x, PM-10, and PM-2.5. Of these pollutants, the “attainment pollutants” (CO and NO_x) are derived using an air quality dispersion model to back-calculate the daily emissions that would cause or contribute to a violation in ambient air quality for the Source Receptor Area (SRA) within which the project is located (SRA 24). The non-attainment PM-10 and PM-2.5 pollutant measurements are derived using an air quality dispersion model to back-calculate the emissions necessary to make the existing violation in

SRA 24 worse, using the allowable change in concentration thresholds approved by the SCAQMD.

The LST analysis for the project site was performed using the U.S. EPA approved Industrial Source Complex Dispersion Model – Short Term computer model (ISCST3). For dispersion analysis, the user can choose from four source types in the ISCST3. The first type is a point source, which refers to stacks, where the pollutants are released from a single point. The second type is an area source, used to simulate the effects of fugitive emissions from sources such as storage piles and slag lumps. The third type is an open pit source, used to stimulate fugitive emissions from below-grade open pits, such as surface coal mines or stone quarries. The fourth type is a volume source, used to simulate the effects of emissions from sources such as building roof monitors and line sources, which include roads. Area and volume sources were modeled in this analysis as directed by the LST methodology. A uniform polar grid centered on the emission source, with flagpole receptor heights of 2.0 meters, was modeled with receptor distances located at 25, 50, 100, 200, and 500 meters from the project boundary, in accordance with LST methodology. Discrete receptors were also placed at distances of 20, 50, 70, 100, 200, 500, 1000, 2000, 3000, 4000, and 5000 meters from the project boundary line for modeling of NO_x emissions during both construction and operation. See Air Quality Impact Analysis (AQIA) in Appendix C for a complete discussion.

Short-Term Impacts – LST Analysis

The following paragraphs summarize the findings of each criteria pollutant using SCAQMD's LST methodology as contained in the AQIA in Appendix C.

NO_x

For the project area, the maximum 1-hour NO₂ concentration in the last 3 years was 0.09 ppm. The Ambient Air Quality Standard (AAQS) for NO₂ is a 1-hour maximum concentration of 0.18 ppm. Therefore, the difference in concentrations is 0.09 ppm (170 µg/m³). Based on SCAQMD methodology, the project would be considered to have significant air quality impacts if NO₂ concentrations at the nearest sensitive receptor exceed this amount. NO_x emissions are simulated in the air quality dispersion model and the NO₂ conversion rate is treated by an NO₂-to-NO_x ratio, which is a function of downwind distance. According to the LST methodology developed by staff at SCAQMD, at 5,000 meters downwind, 100 percent conversion of NO₂-to-NO_x is assumed. The nearest sensitive receptor (the residences located south of the project boundary) will be no closer than 397 meters (approximately 1,300 feet) away from the construction area. The corresponding NO₂-to-NO_x ratio is approximately 0.258, which yields an NO₂ of approximately 13.87 µg/m³. As previously indicated, LST methodology states that receptor distances should be located 25, 50, 100, 200, and 500 meters from the project boundary. Therefore, to be conservative, the nearest receptor distance of 25 meters was chosen for the analysis. The maximum modeled NO_x concentration occurs within 12 meters of the project boundary construction area. The NO_x concentration at this location is approximately 202 µg/m³ and the NO₂-to-NO_x ratio is approximately 0.053. Therefore, the sensitive receptor (residences located south of the project area) will be exposed to an NO₂ concentration of 10.71 µg/m³, which

is less than the threshold of $170 \mu\text{g}/\text{m}^3$. The project's emissions will not exceed the LST for NO_2 during construction.

CO

The localized threshold for CO is determined in much the same way as NO_x . CO concentrations are measured for both 1-hour and 8-hour concentrations. The maximum 1-hour concentration of CO for the past 3 years was 4 ppm. The maximum 8-hour CO concentration over the past 3 years is 2.9 ppm. The 1-hour AAQS maximum for CO is 20 ppm and the 8-hour maximum is 9 ppm. Therefore, significant air quality impacts related to CO will occur if the 1-hour concentration at the nearest sensitive receptor exceeds 16 ppm ($18,400 \mu\text{g}/\text{m}^3$). The maximum modeled 1-hour CO concentration is $113 \mu\text{g}/\text{m}^3$ which is well below the 1-hour threshold. The 8-hour threshold is 6.1 ppm ($7,015 \mu\text{g}/\text{m}^3$) and the maximum modeled 8-hour CO concentration is $107 \mu\text{g}/\text{m}^3$. Thus, the project's emission will not exceed the LST for either the 1- or 8-hour CO concentration during construction.

PM-10 and PM-2.5

For PM-10, the basin is in non-attainment; therefore, the LST for PM-10 during project construction was developed using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to $50 \mu\text{g}/\text{m}^3$ averaged over five hours, which results in an equivalent concentration for PM-10 LST of $10.4 \mu\text{g}/\text{m}^3$, averaged over 24-hours. Therefore, the project will have significant air quality impacts if 24-hour PM-10 concentrations at the nearest sensitive receptor exceed this amount.

The highest PM-10 concentration at the boundary nearest to sensitive receptors is $1064.11 \mu\text{g}/\text{m}^3$. The nearest sensitive receptor area is approximately 397 meters (approximately 1,300 feet) south of the project site. Therefore, based on the equation above, the PM-10 concentration at the nearest potential sensitive receptor will be $0.94 \mu\text{g}/\text{m}^3$, which is less than the threshold of $10.4 \mu\text{g}/\text{m}^3$. Therefore, emissions during project construction will not exceed the localized significance thresholds for PM-10 at the nearest potential sensitive receptor.

For PM-2.5, the basin is also in non-attainment and is subject to the same SCAQMD construction threshold of $10.4 \mu\text{g}/\text{m}^3$, averaged over 24-hours. PM-2.5 is a sub-set of PM-10 and as such can be described in terms of percentages. According to staff at SCAQMD, fugitive PM-2.5 represents approximately 21 percent of fugitive PM-10 while PM-2.5 from off-road diesel equipment represents approximately 92 percent of PM-10 (SCAQMD 2006). Using the maximum on-site emissions for construction contained in Appendix A of the AQIA, which occur in the grading period, the combined PM-2.5 fraction of PM-10 is approximately 22.8 percent. Therefore, it can be assumed that the concentration of PM-2.5 at the nearest potential sensitive receptor is approximately 22.8 percent of the above calculated PM-10 concentration at 37 meters of $0.94 \mu\text{g}/\text{m}^3$, resulting in a PM-2.5 concentration of $0.21 \mu\text{g}/\text{m}^3$. This concentration is also below the threshold of $10.4 \mu\text{g}/\text{m}^3$. Therefore, emissions during project construction will not exceed the LST for PM-2.5 at the nearest potential sensitive receptor.

Long-Term Impacts – LST Analysis

The following paragraphs summarize the findings of each criteria pollutant using SCAQMD's LST methodology as contained in the AQIA in Appendix C.

NO_x

For the project area, the maximum 1-hour NO₂ concentration in the last 3 years was 0.09 ppm. The Ambient Air Quality Standard (AAQS) for NO₂ is a 1-hour maximum concentration of 0.18 ppm. Therefore, the difference in concentrations is 0.09 ppm (170 µg/m³). Based on SCAQMD methodology, the project would be considered to have significant air quality impacts if NO₂ concentrations at the nearest sensitive receptor exceed 0.09 ppm. NO_x emissions are simulated in the air quality dispersion model and the NO₂ conversion rate is treated by a NO₂-to-NO_x ratio, which is a function of downwind distance. According to the LST methodology developed by staff at SCAQMD, at 5,000 meters downwind, 100 percent conversion of NO₂-to-NO_x is assumed. The nearest potential sensitive receptor is approximately 397 meters (approximately 1,300 feet) south. The NO_x concentration at this location is approximately 174.4765 µg/m³ and the NO₂-to-NO_x ratio is approximately 0.258. Therefore, the sensitive receptor will be exposed to an NO₂ concentration of approximately 45.016 µg/m³, which is less than the threshold of 170 µg/m³. The nearest commercial receptor with the highest concentration is approximately 25 meters west. The NO_x concentration at this location is approximately 1,145.02 µg/m³ and the NO₂-to-NO_x ratio is 0.053. Therefore, the commercial receptor will be exposed to an NO₂ concentration of 60.69 µg/m³, which again is less than the threshold of 170 µg/m³. Therefore, project operation will not cause an exceedance of the LST for NO₂ during project operation to either sensitive or commercial receptors.

CO

For the project area, the maximum 1-hour CO concentration in the last 3 years was 4 ppm. The maximum 8-hour CO concentration over the past 3 years is 2.9 ppm. The 1-hour AAQS maximum for CO is 20 ppm and the 8-hour maximum is 9 ppm. Therefore, significant air quality impacts related to CO will occur if the 1-hour concentration at the nearest sensitive receptor exceeds 16 ppm (18,400 µg/m³). The maximum modeled 1-hour concentration is 2,609 µg/m³ which is well below the threshold. The 8-hour threshold is 6.1 ppm (7,015 µg/m³) and the maximum modeled 8-hour CO concentration is 1,431 µg/m³. Therefore, the project's emissions will not exceed the LST for either the 1- or 8-hour CO concentration during operation.

PM-10 and PM-2.5

Although the project's operation does not contain any fugitive dust sources, operational LST analysis is required for PM-10 and PM-2.5 emissions from on-site diesel truck travel. For on-road diesel fueled vehicles, PM-2.5 represents approximately 92 percent of PM-10 emissions. For purposes of the LST analysis, PM-10, PM-2.5, and diesel particulate matter (DPM) are considered to be the same. The PM-10 concentration in the project vicinity from on-site project emissions has been analyzed in the HRA performed for the project and contained in Appendix B.

For PM-10 and PM-2.5, the basin is in non-attainment; therefore, the LST for PM-10 and PM-2.5 during project operation was developed using a dispersion model to back-calculate the emissions necessary to make an existing violation in the specific SRA worse. The HRA utilized annual emission factors and estimated the annual average DPM concentrations for the project area. For PM-10 and PM-2.5, the allowable change in annual concentration for operations is an annual average of $1.0 \mu\text{g}/\text{m}^3$. Therefore, the project will have significant air quality impacts if the annual average PM-10 and PM-2.5 concentrations at the nearest sensitive receptor exceed $1.0 \mu\text{g}/\text{m}^3$. As shown in the HRA, the maximum modeled concentration of PM-10, regardless of sensitive receptor location is $0.039 \mu\text{g}/\text{m}^3$ from project-generated emissions, which is less than the threshold of $1.0 \mu\text{g}/\text{m}^3$. Therefore, the project's emissions will not cause an exceedance of the LST for the annual PM-10 or PM-2.5 concentrations during project operation.

LST Analysis Conclusion

Based on the LST analysis of the proposed project, the short-term construction will not result in any exceedance of the LST at the nearest sensitive receptor. The long-term operation of the project will not result in any localized air quality impacts to sensitive or commercial receptors in the project vicinity. Therefore, localized air quality impacts from the short-term construction and the long-term operations will not result in any exceedances of the localized significance thresholds.

CO Hot Spot Analysis

Carbon Monoxide (CO) is a localized problem requiring additional analysis beyond total project emissions quantification. The SCAQMD recommends that projects with sensitive receptors or projects that could negatively impact levels of service (LOS) of existing roads use the screening procedures outlined in the SCAQMD CEQA Air Quality Handbook (Section 5.3) to determine the potential to create a CO "hot spot." A CO hot spot is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air standards. Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The proposed project was evaluated to determine the potential of creating CO hot spots as a result of project operations and the project's contribution to Level of Service (LOS) on adjacent roadways according to the CO hot spots protocol developed by Caltrans. The CO hot spot analysis is contained in its entirety in Appendix B of the AQIA and the results are summarized in **Table 4.3-G, CO Hot Spot Results**.

Table 4.3-G, CO Hot Spot Results

Intersection	1-Hour CO Concentration (ppm)			8-Hour CO Concentration (ppm)		
	Existing	Project ¹	Cumulative ²	Existing	Project ¹	Cumulative ²
State Standard	20	20	20	9	9	9
Federal Standard	35	35	35	9	9	9
I-215 SB Ramps / Harley Knox Boulevard	4.6	4.6	5.8	3.4	3.4	4.2
I-215 NB Ramps / Harley Knox Boulevard	4.6	4.6	6.1	3.4	3.4	4.5
Indian Avenue / Harley Knox Boulevard	4.4	4.4	5.5	3.2	3.2	4.0
I-215 SB Ramps / Ramona Expressway	5.5	5.4	6.4	4.0	3.9	4.7
Nevada Avenue / Ramona Expressway	5.5	5.5	6.3	4.0	4.0	4.6
Webster Avenue / Ramona Expressway	5.4	5.2	6.1	3.9	3.8	4.5
Indian Avenue / Ramona Expressway	5.3	5.1	6.1	3.9	3.7	4.5
Indian Avenue / Rider Street	4.6	4.5	4.7	3.4	3.3	3.4

¹ Includes Existing and Project CO emissions.

² Includes Existing and Project and Cumulative CO emissions.

For all of the intersections modeled, the CO emissions from project-generated traffic are below the California and national (federal) standards; including cumulative traffic conditions which factors in traffic generated by other area-wide development. Therefore, the project will not contribute to an exceedance of either the CAAQS or NAAQS for CO emissions and will not form any CO hot spots in the project area.

Conclusions

Based on the RST analysis for the proposed project, the short-term construction will result in an exceedance for VOC, NO_x, PM-10, and PM-2.5 during construction. The long-term operation of the project will exceed the daily regional thresholds set by SCAQMD for VOC and NO_x in both summer and winter. Therefore, short-term and long-term regional emissions are considered **significant**.

Based on the LST analysis of the proposed project, the short-term construction will not result in any exceedance of the LST at the nearest sensitive receptor and therefore localized air quality impacts from the short-term construction are considered **less than significant**. The long-term

operation of the project will not result in any localized air quality impacts to sensitive or commercial receptors in the project vicinity either. Therefore, localized air quality impacts from the long-term operations will not result in any exceedances of the localized significance thresholds. In addition, the project will not contribute to an exceedance of either the CAAQS or NAAQS for CO emissions and will not form any CO hot spots in the project area. Therefore, long-term localized impacts are considered **less than significant**.

***Threshold:** 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).*

Criteria Pollutants

The portion of the SCAB within which the project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards.

In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.” In addressing cumulative effects for air quality, the AQMP utilizes approved general plans; therefore, it is the most appropriate document to use in evaluating cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire South Coast Air Basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. As described above, the project will not conflict with or obstruct the implementation of the AQMP. The project’s short-term construction emissions for VOC, NO_x, PM-10, and PM-2.5 and long-term operational emissions for VOC and NO_x have been shown to be significant on a regional level. Since the project’s short-term and long-term emissions are above thresholds for at least one pollutant, it is considered to contribute to a **cumulatively considerable net increase** in ozone and PM-10, which are non-attainment in the region under both state and federal standards; therefore, **cumulative impacts are considered significant**.

Greenhouse Gases (GHG)

Regarding GHG emissions, a project that shifts the location of where someone lives or works, by itself, may or may not contribute new GHG emissions. For example, someone may move from Northern California to western Riverside County, and while this would likely increase emissions within the Basin, it would not necessarily result in the generation of more GHG emissions globally. However, if a person moves from one location, with long commutes and a land use pattern that requires substantial energy use, to a project location that promotes shorter and fewer vehicle trips, more walking and less energy use, the new project could potentially result in a reduction in generation of global GHG emissions.

The following analysis estimates the project's GHG emissions at project build-out in 2011 primarily through the quantification of carbon dioxide emissions. As previously stated, carbon dioxide emissions accounted for approximately 84 percent of the state's total GHG emissions in 2004. Methane and nitrous oxide accounted for 5.7 and 6.8 percent, respectively. Therefore, while not an all-inclusive inventory of overall GHG emissions from the project; the estimation of CO₂ from the most important construction and operation related sources is illustrative of much of the project's contribution to GHG.

It should be noted that the release of GHG in general and CO₂ specifically into the atmosphere is not of itself an adverse environmental affect. It is the effect that increased concentrations of GHG including CO₂ in the atmosphere has upon the Earth's climate (i.e., climate change) and the associated consequences of climate change that results in adverse environmental effects (e.g., sea level rise, loss of snowpack, severe weather events). Although air quality modeling can estimate a project's incremental contribution of CO₂ into the atmosphere, it is not feasible to determine whether or how an individual project's relatively small incremental contribution (on a global scale) might translate into physical effects on the environment. Since the Earth's climate is determined by the complex interaction of different components of the Earth and its atmosphere, it is not possible to discern whether the presence or absence of GHG emitted by the project would result in any measurable impact that would cause climate change.

The following project activities were analyzed below for their contribution to global CO₂ emissions:

Short-Term Emissions:

Construction-Related Activities

The recently updated URBEMIS model calculates carbon dioxide emissions from fuel usage by construction equipment and construction-related activities, like worker trips, for the project in tons per year (one ton equals 2,000 pounds). The URBEMIS estimate does not analyze emissions from construction-related electricity or natural gas. Construction-related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify. Life-cycle emissions associated with the manufacture of building materials are also not quantified in this analysis although they undoubtedly exist. Quantification was not attempted because of the large spatio-temporal variation in sources for building products used to construct the project and the consequent large uncertainty associated with the resulting emissions. For this reason, to attempt to quantify life-cycle emissions of materials would be speculative. This conclusion is consistent with recent guidance on quantification of emissions for commercial projects presented by the California Air Pollution Control Officer's Association guidance on CEQA and Climate Change (CAPCOA).

The following table summarizes the output results and presents the emissions estimates in metric tonnes (Mt) of CO₂.

Table 4.3-H, Project Construction Equipment Emissions

Year	Total tons CO ₂	Total MtCO ₂
2010	3,323.15	3,014.71

Evaluation of the table above indicates that an estimated maximum of 3,015 MtCO₂ will occur from project construction equipment over the course of the estimated construction period of four years. The draft SCAQMD GHG threshold guidance document released in October 2008 (SCAQMD 2008b, page 3-8) recommends that construction emissions be amortized for a project lifetime of 30-years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies. Therefore, the project's total construction emissions were spread evenly over 30 years and included in the analysis of the project's total operational emissions, below in **Table 4.3-N**.

Long-Term Emissions:

Electricity Related Emissions

Carbon dioxide emissions from electricity generation can be estimated through different methods. The method used in this DEIR takes the project's estimated annual electricity consumption and multiplies this by the average carbon intensity of California. California depends on both electricity generated within the state and imported electricity. Depending on the year, imported electricity accounts for 22 to 32 percent of the total supply. Imported electricity has an average carbon intensity of 544 to 735 Mt/GWh (metric tonnes per gigawatt-hour) while in-state electricity has an average carbon intensity of only 187 to 280 Mt/GWh (CEC 2006a). Taking an average of all of these factors yields the average carbon intensity for electricity supplied to the California grid equal to 343.12 Mt/GWh. Details regarding the calculations are found in Appendix D of the AQIA.

The SCAQMD CEQA Air Quality Handbook provides usage rate tables to determine annual consumption of many types of land uses. The table below estimates the project's annual electricity consumption.

Table 4.3-I, Annual Electricity Consumption

Project Land Use	Quantity (SF)	KWh/Unit/year ¹	KWh/year
Warehouse	1,191,080	4.35	5,181,198
Total GWh/year			5.18

By multiplying the total GWh/yr from above by the average California carbon intensity yields total CO₂ emissions for the project equal to 1,778 MtCO₂ annually. This number is conservative because it does not assume a change in average carbon intensity. Actual emissions due to electricity use will likely be smaller due to implementation of SB 1368 which will phase-out the use of out-of-state coal fired power plants and implementation of AB 32 which will probably reduce the carbon intensity throughout the entire state.

Landscape Equipment Related Emissions

Landscape equipment servicing the project site also creates CO₂ resulting from fuel combustion based on the number of business units. The current URBEMIS model calculates these emissions. The following table shows the estimated emissions related to annual landscape maintenance equipment usage.

Table 4.3-J, Landscape Maintenance Equipment Usage

Project Opening Year	Total tons CO₂/year	Total MtCO₂/year
2011	0.51	0.46

Evaluation of the table above estimates that the entire project's annual landscape equipment emissions are 0.46 Mt/CO₂.

Natural Gas Related Emissions

For this analysis, GHG emissions associated with the combustion of natural gas used by the project are a function of natural gas usage at build-out and CO₂ emissions produced when one cubic foot of natural gas is combusted. The current URBEMIS model calculates the CO₂ emissions from the project's annual natural gas usage in short tons based on land use. The following table provides a summary of the model output and converts the results to metric tonnes (Mt) of CO₂.

Table 4.3-K, Natural Gas Emissions

Project Opening Year	Total tons CO₂/year	Total MtCO₂/year
2011	176.38	160.01

Evaluation of the table above shows that the estimated CO₂ emissions from the combustion of natural gas consumed by the project annually are approximately 160 Mt/year.

Other GHG Emissions

Electricity used in water delivery in southern California also plays a large role in GHG production. In a local context, the water service provider for the project will be the Eastern Municipal Water District (EMWD). As stated in Water Supply Assessment (WSA) prepared for this project by EMWD, 80 percent of EMWD potable water supplies are imported. However, the project will be supplied entirely with potable water imported from MWD. (WSA, pp. 5, 16.) The two sources of this water are the State Water project (SWP) and the Colorado River Aqueduct (CRA). The SWP is the largest consumer of electrical energy in the state. The average electricity necessary to pump one acre-foot of water to southern California from the SWP and the CRA is approximately 3,000 kWh and 2,000 kWh, respectively (Wilkinson 2000). Since it is unknown what proportion of the imported water is from SWP and CRA, an estimate of the total energy

requirements for imported water supplies was used and is equal to 3,519 kWh/acre-foot (Wilkinson 2000).

According to WSA for this project, water demand at project build-out is estimated to be 65 acre-foot/year. The table below estimates the project's annual electricity consumption for imported water.

Table 4.3-L, Project Imported Water Electricity Usage

Imported Water Demand (acre-foot/year)	Ave Energy Requirements for Imported Water (kWh/acre-foot)	Imported Water Energy Usage (kWh/year)	Imported Water Energy Usage (GWh/year)
65	3,519.00	228,735	0.23

Evaluation of the table above estimates the project's annual electricity consumption from imported water to be 0.23 GWh. When applying the same equation as used earlier in the electricity related emissions section, annual CO₂ emissions from imported water are approximately 78.48 MtCO₂.

Vehicle Emissions

URBEMIS also calculates the annual CO₂ emission from project-related vehicle usage. The following table shows the project's related vehicular emissions.

Table 4.3-M, Vehicular CO₂ Emissions

Project Year	Opening	Total tons CO ₂ /year	MtCO ₂ /year
2011		19,085.20	17,313.80

The table above indicates that CO₂ emissions from the entire project's vehicular traffic are approximately 17,314 Mt annually. The proposed project's main contribution of CO₂ emissions is from motor vehicles, but how much of those emissions are "new" is uncertain. New projects do not create new drivers; therefore, they do not create a new mobile source of emissions. It is probable that the proposed project will only redistribute the existing traffic patterns. Therefore, **Table 4.3-M, Vehicular CO₂ Emissions** overestimates the proposed project's impacts. Additionally, future reductions in GHG emissions from vehicular trips can be expected as a result of implementation of AB 1493 (2002), which requires emissions reductions in California's new light duty vehicle fleet. Those regulations are to be phased-in, starting in model year 2009. Staff at the California Air Resources Board estimate that emissions could be reduced 27 percent by 2030. Nevertheless, even with these future AB 1493-related reductions, vehicular GHG emissions will remain an important component of total project emissions at buildout.

Total Project CO₂ Emissions

As shown in **Table 4.3-N, Annual Project-Related Operational CO₂ Emissions**, using all the emissions quantified above, the total operational carbon dioxide emissions generated from the entire project is approximately 19,427 MtCO₂ per year which includes construction-related emissions amortized over a typical project life of 30 years. The table below indicates that the majority of operational project emissions are from vehicle use followed by electrical consumption at 89 and 9 percent, respectively.

Not included in this estimate are emissions from construction-related activities, as previously described, nor are emissions from wastewater treatment and landfill of solid waste during project operation. The primary GHG of concern from wastewater treatment and landfill material is methane. Methane emissions from wastewater treatment vary widely based upon the wastewater treatment process which is often not under control of the project developer. Methane emissions from large landfills are separately regulated and methane gas recovery is a required element of that regulatory program. The table below, while not an all-inclusive inventory of all project-related GHG, shows the estimation of CO₂ from some of the most important and readily quantified project operation-related sources which are representative of the majority of the project's contribution to global GHG concentrations.

Table 4.3-N, Annual Project-Related Operational CO₂ Emissions

Source	Annual Carbon Dioxide Emissions (Mt)	Percent of Total
Construction Emissions ¹	100.49	0.52%
Electricity	1,777.77	9.15%
Landscape Equipment	0.46	0.002 %
Natural Gas	160.01	0.82 %
Water Electricity	74.48	0.38 %
Vehicular	17,313.80	89.12 %
Total	19,427.01	100 %

Note: ¹ Construction emission amortized over 30 years. (3,014.71 MT CO₂/30 years = 100.49 MT CO₂ per year)

In a global context, the entire project's operational CO₂ emissions represent approximately 7.4 x 10⁻⁵ percent (19,427.01 Mt/ 26.4 Gt) of the Earth's CO₂ emissions from fossil fuel combustion per year (IPCC).

The 2006 CAT Report identifies a recommended list of strategies that the state could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the Governor's targets are met and can be met with existing authority of the state agencies. **Table 4.3-O, Climate Action Team Strategy Project Comparison**, below, compares the project with relevant strategies from this list.

Table 4.3-O, Climate Action Team Strategy Project Comparison

CAT Strategy to Reduce Greenhouse Gas Emissions	Project Design/Mitigation to Comply with Strategy
Vehicle Climate Change Standards and Other Light Duty Vehicle Technology	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy
Low-Carbon Fuels Standard	Consistent. These measures will apply to gasoline. When CARB adopts regulations for these reduction measures, vehicles that access the project will be required to be powered by fuels that comply with the standard.
Diesel Anti-Idling	Consistent. In July 2004, the CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling to less than 5 minutes within 100-feet of residences. No residences are located within 100 feet of the project site.
Transportation Refrigeration Units	Consistent. This measure applies to projects where TRUs access the site. Measures to reduce emissions include installing electrification in applicable projects (e.g., truck stops, warehouses, etc.) MM Air 11 achieves this strategy.
Heavy-Duty Vehicle Emission Reduction Measures	Consistent. These are CARB-enforced standards related to improved aerodynamics, climate engine-based improved efficiency, vehicle weight reduction, and rolling and inertia resistance improvements, an education program for the heavy duty vehicle sector as well as the light and medium duty vehicle sectors that would educate drivers as to how to optimize vehicle operation. Those vehicles, subject to these CARB-enforced standards that access the proposed project, will be required to comply with those standards, thereby complying with this strategy.
Alternative Fuels: Biodiesel and Ethanol	Consistent. These are CARB-enforced standards which could require the use of 1 to 4 percent biodiesel displacement of California diesel fuel and the increase in the percentage of ethanol used in gasoline to the maximum 10 percent (E-10) that is compatible with current vehicles. When CARB adopts regulations for these reduction measures, vehicles that access the project will be required to be powered by fuels that comply with the standard.
Achieve 50% Statewide Recycling Goal	Consistent. The Riverside Countywide Integrated Waste Management Plan (CIWMP), adopted by the Riverside County Board of Supervisors on January 14, 1997, and approved by the California Integrated Waste Management Board CIWMB on September 23, 1998, outlines the goals, policies, and programs the County and its cities, including the City of Perris, will implement to create an integrated and effective waste management system that complies with the provisions in AB 939 and its diversion mandates. The CIWMP is comprised of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, the Household Hazardous Waste Element (HHWE) for the County and each of its cities, and the Riverside Countywide Siting Element. The project

	will be required to comply with the City of Perris programs for recycling and waste reduction which comply with the 50% reduction required in AB 939.
Urban Forestry	Consistent. Currently the site does not include any trees. Trees act as insulators from weather thereby decreasing energy requirements. Onsite trees also provide carbon storage. Landscaping is required including the planting of street trees which do not currently exist on-site.
Water Use Efficiency	Consistent. Features to increase water use efficiency include the installation of separated piping and the use of non-potable water provided by EMWD to maximum extent practicable
Building Energy Efficiency	Consistent. Project will be compliant with the current Title 24 standards. Additionally, MM Air 15 states that the project shall be required to increase building energy performance 14 percent beyond Title 24, and reduce water use by 20 percent, prior to issuance of any building permits.
Smart Land Use and Intelligent Transportation Systems	Consistent. Project provides jobs in a housing-rich area, thus offering the potential for workers already living in the area to reduce their commute.
Green Buildings Initiative	Consistent. Governor Schwarzenegger's Green Building Executive Order, S-20-04, sets an ambitious goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target. The project shall be required to increase building energy performance 14 percent beyond Title 24, and reduce water use by 20 percent, prior to issuance of any building permits; which is consistent with the Green Building Initiative.
Source: California Environmental Protection Agency, <i>Climate Action Team Report to Governor Schwarzenegger and the Legislature</i> , March 2006.	

Based on its consistency with relevant CAT 2006 strategies and given the global nature of GHG and their ability to alter the Earth's climate, it is not anticipated that a single development project would have a measurable effect on global climate conditions. However, the proposed project would generate daily operational criteria pollutant emissions of VOC and NO_x that exceeds the thresholds of significance recommended by the SCAQMD for criteria pollutants. Therefore, the City of Perris is taking the conservative approach and determining that the contribution of the project emissions to the state-wide cumulative impact would be considerable.

Threshold: *Exposing sensitive receptors to substantial pollutant concentrations.*

- ***Expose sensitive receptors to any Toxic Air Contaminant (TAC), at a level that exceeds 10 excess cancer cases per one million people (per SCAQMD)***

Health risk assessments are commonly used to estimate the health risks to the surrounding community from projects that will be a source of diesel emissions; and hence, increase the

amount of diesel particulate matter (DPM) in the area. The proposed project consists of Light Industrial land uses which will result in DPM emissions from project-generated truck traffic. The project site is surrounded by land which is designated Light Industrial, Public/Semi-Public Facilities/Utilities or Commercial.

In order to assess the potential health risk to the surrounding land uses, an HRA was prepared for the project (contained in Appendix B). The following is a summary of the results in the HRA.

The risk assessment guidelines established by SCAQMD and followed in this analysis are designed to produce conservative (high) estimates of the risks posed by DPM. The conservative nature of the analysis is due to the following factors:

- The CARB-adopted diesel exhaust unit risk factor of 300 per million per $\mu\text{g}/\text{m}^3$ is based upon the upper 95 percentile of estimated risks for each of the epidemiological studies reviewed and used to develop this unit risk factor. Consequently, this risk factor is already a conservative estimate of the risk posed by DPM.
- The residents at the sensitive receptor locations are assumed to remain outdoors (or have continual contact with outside air) at home for 24-hours a day, 365 days a year, for 70 continuous years.
- As a conservative measure, the SCAQMD does not recognize indoor adjustments for residents. However, a study published in the *Journal of Air and Waste Management Association* in 2001 (Cackette/Lloyd) shows that the typical person spends approximately 87 percent of their time indoors, 5 percent of their time outdoors, and 7 percent of their time in vehicles. In addition, people who reside indoors without an indoor source of diesel exhaust are expected to have lower levels of DPM. A DPM exposure assessment showed that the average indoor concentration is $2.0 \mu\text{g}/\text{m}^3$, compared with an outdoor concentration of $3.0 \mu\text{g}/\text{m}^3$.

Cancer risks are based upon mathematical calculations which estimate the probability of the number of people who will develop cancer after 24-hours a day, 365 days a year exposure to DPM at the same concentration for a period of 70 years. The cancer risks from DPM occur exclusively through the inhalation pathway; therefore, the maximum individual cancer risk (MICR) can be estimated from the following equation:

$$*\text{MICR}_{\text{DPM}} = \text{CP}_{\text{DPM}} \cdot \text{DI}_{\text{DPM}}$$

where,

MICR_{DPM} Cancer risk from diesel particulate matter (DPM); the probability of an individual developing cancer as a result of exposure to DPM.

CP_{DPM}¹ Cancer Potency factor for DPM ($\text{mg}/\text{kg}\cdot\text{day}$)⁻¹; estimated probability that a person will contract cancer as a result of inhalation of a DPM concentration of 1mg per kilogram of bodyweight continuously over a period of 70 years CP_{DPM} value of $1.1 (\text{mg}/\text{kg}\cdot\text{day})^{-1}$

DI_{DPM} Dose through inhalation ($\text{mg}/\text{kg}\cdot\text{day}$)

obtained by multiplying $C_{\text{air}} \times \text{DBR} \times \text{EVF} \times 10^{-6}$

- C_{air} is the Annual Average 24 hour per day concentration of DPM in air ($\mu\text{g}/\text{m}^3$) (calculated by ISC-ST3).
- DBR is the daily breathing rate
 - To be most protective, the most sensitive value of 302 (liters/kg-day) was used,²
 - For off-site workers, the value of 149 (liters/kg-day) was used to reflect an 8-hour work day.
- EVF is the exposure factor
 - Most sensitive value of 0.96 used.³
 - Commercial/industrial receptor value of 0.38 was used.

* Table of data used in calculations can be found in Appendix A of the HRA.

1. From the 2005 “Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values”
2. From Table 9A of 2005 “AQMD Risk Assessment Procedures for Rules 1401 and 212”
3. From Table 9B of 2005 “AQMD Risk Assessment Procedures for Rules 1401 and 212”

This probability is usually expressed in terms of the number of people who will develop cancer per one million people who are also exposed. It is important to understand that this cancer risk represents the probability that a person develops some form of cancer; the estimated risk does not represent actual mortality rates.

The specific calculations and assumptions used to determine the cancer risks are included in the HRA located in Appendix C of this document.

The HRA analyzed three scenarios according to information contained in the project-specific Traffic Study (Appendix J): existing conditions, proposed project only, and cumulative conditions which include truck traffic from existing conditions, project-generated traffic, and other approved projects in the project vicinity. These scenarios represent cancer risks from the modeled traffic only, and as such, do not include background DPM concentrations. This approach is in accordance with current SCAQMD methodology to analyze the project’s maximum incremental cancer and non-cancer risk.

Currently without the proposed project, none of the sensitive receptors within the project vicinity are exposed to cancer risks from DPM that exceed the SCAQMD threshold of 10 excess cancer cases per one million people. The area of highest risk, at a level of 2.2 in a million, can be found on the southeastern corner of the Val Verde High School Campus, which is approximately 0.35 miles south of Ramona Expressway and less than a tenth of a mile east of Interstate 215. The risk to off-site workers adjacent to the project site from existing DPM emissions within the project vicinity ranges from 0.1 to 1.4 in one million, which is less than the SCAQMD threshold of 10 excess cancer cases in one million.

To model the unmitigated project-only scenario, all project trucks were assumed to idle at their respective truck bays for 10 minutes. The maximum unmitigated cancer risks to sensitive receptors within the project vicinity due to DPM emissions from project-related diesel truck traffic was found to be at a level of 2.1 excess cancer cases in one million; less than the SCAQMD threshold of the 10 excess cancer cases per one million people. The risk to off-site

workers adjacent to the project site, from project-related DPM emissions, ranges from 0.1 to 0.7 in one million; less than the SCAQMD threshold of 10 excess cancer cases in one million.

In addition, other planned projects in the area will generate diesel exhaust; and the combination of existing conditions, other planned projects, and this project will result in sensitive receptors within the project vicinity potentially being exposed to a maximum cancer risk of 3.8 excess cancer cases in one million; again, this is less than the SCAQMD threshold of 10 excess cancer cases in one million. The cancer risk faced by off-site workers in the project vicinity from DPM emissions from existing traffic, project-generated traffic, and traffic generated by cumulative projects ranges from 0.7 in one million to 2.0 in one million, which does not exceed the SCAQMD threshold of significance. However, it should be noted that the SCAQMD threshold relates to the project's incremental contribution to cancer risk and is not intended to be compared with the effects of multiple projects, both existing and planned.

Therefore, excess cancer risks to both industrial/commercial and sensitive receptors are considered **less than significant** and mitigation measures are not required.

- *Expose sensitive receptors to a hazard index of 1.0 or greater using a chronic reference exposure level for chronic non-cancer risks associated with TACs (per SCAQMD)*

Non-cancer risks can be described as acute (short-term, generally 1-hour peak exposures) or chronic (long-term exposure, defined as 12 percent of a lifetime or about 8 years for humans) health impacts. SCAQMD recognizes and uses the acute and chronic reference exposure levels (REL) developed by OEHHA for determining non-cancer health impacts of toxic substances. Exceeding the acute or chronic REL does not necessarily indicate that an adverse health impact will occur; however, levels of exposure above the REL have an increasing but undefined probability of resulting in an adverse health impact, particularly in sensitive individuals. For Diesel Particulate Matter (DPM), there is no value for the acute REL and the chronic REL is 5 $\mu\text{g}/\text{m}^3$.

Therefore, non-cancer health risks are expected when people are exposed to short-term DPM concentration greater than 5 $\mu\text{g}/\text{m}^3$. Since the hazard index is the ratio between the DPM concentration at each receptor (estimated using ISCST3) and the chronic REL, then non-cancer health risks are significant if the hazard index exceeds 1.0. This threshold for significance is sanctioned by SCAQMD and CARB explicitly to determine the non-cancerous health impacts attributable to projects that introduce new sources of diesel exhaust emissions in an area.

The relationship for the non-cancer health effects of DPM is given by the following equation:

$$\text{HI}_{\text{DPM}} = \text{C}_{\text{DPM}} / \text{REL}_{\text{DPM}}$$

where,

HI_{DPM} Hazard Index; an expression of the potential for non-cancer health effects.

C_{DPM} Annual average DPM concentration in $\mu\text{g}/\text{m}^3$.

REL_{DPM} Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated.

The maximum DPM concentration of $0.03921 \mu\text{g}/\text{m}^3$ occurs in the project vicinity under project-only conditions. Using the equation above, the hazard index is 0.008, which is less than one percent of the allowable threshold. Therefore, non-cancer risks are considered **less than significant** and no mitigation measures are required.

Threshold: *Create objectionable odors affecting a substantial number of people.*

Odor sensation is a personal response. Not all people are equally sensitive; and they do not always agree about the severity of an odor, once it is detected. The human nose is still the best means of determining the strength of an odor. Precise documentation of the strength and nature of an odor is generally unavailable because of the large number of gases involved and their effects on each other. Additionally, odor measurement is difficult because no instrument has been found to successfully measure odor and all its components.

However, the project presents the potential for generation of objectionable odors during construction to the immediate vicinity of the project site from diesel exhaust; and paving and architectural coatings applications. Odors generated during construction and grading will be short-term and not result in a long-term odorous impact to the surrounding area.

The nearest sensitive receptor is approximately 397 meters (approximately 1,300 feet) south of the project boundary line. The prevailing wind is generally from northwest to southeast with wind speeds up to 17 mph approximately 20 percent of the time, and an average wind speed of approximately 4.5 mph. In addition to wind direction, distance is important. Odor intensity decreases as distance from the source increases. Distance allows fresh air to mix with the odors, resulting in decreased odor intensity. Due to wind direction, the sensitive receptors $\frac{1}{2}$ a mile to the east southeast of the project site would have the potential to be the most impacted. Studies have shown that the typical person spends approximately 87 percent of their time indoors, 5 percent of their time outdoors, and 7 percent of their time in vehicles (Lloyd, A.C.; Cackette, T.A.; *Diesel Engines: Environmental Impact and Control*, Journal of Air & Waste Management Assoc. 51:809-847). The quantity of time that people spend indoors also substantially reduces their exposure to potential odors.

Recognizing the short-term duration and quantity of emissions in the project area and the limited outdoor exposure of persons to outdoor odors, the project will not expose substantial numbers of people to objectionable odors. Impacts from short-term construction odors are considered less than significant.

Since the project consists of light industrial uses, the trucks utilizing the project may emit odors during operation in the form of diesel exhaust; however, there are regulations from the CARB related to diesel fuel contents that are intended to reduce the amount of odor from diesel exhaust. These rules and regulations, along with **MM Air 10** below which limits idling time, will help to reduce impacts related to odors from the project operation to less than significant levels.

Therefore, construction and operational impacts related to odors from the project are considered **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts.

The following mitigation measures recommended by the 2004 City of Perris General Plan EIR shall be implemented in order to reduce emissions associated with project construction:

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

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

MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NO_x, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

In addition to compliance with SCAQMD Rule 403 (see page 3.3-35) for construction of the project, the following mitigation measures shall be implemented:

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

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

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

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

MM Air 8: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized.

The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.

MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.

In order to reduce emissions related to diesel, VOC, and NO_x emissions from project operation, the following mitigation measures shall be implemented:

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

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

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

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

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

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

In order to reduce GHG emissions from operation of the entire project, the following mitigation measures shall be implemented:

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

MM Air 16: The project shall be required to use recycled materials for at least 15 percent of construction materials⁵. Regional materials that are extracted, processed, and manufactured regionally will also be required to account for 10 percent of the project.

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

MM Air 18: In order to reduce energy consumption from the proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans

⁵ Percentage of recycled materials: Based on cost for building materials, Based on volume for roadway, parking lot, sidewalk and curb materials, and recycled materials may include: salvaged, reused, and recycled content materials

shall be reviewed and approved by the applicable City Department (e.g., Building Division or Department of Public Works/Engineering) prior to conveyance of applicable streets.

Summary of Environmental Effects After Mitigation Measures Are Implemented

In an effort to reduce estimated emissions, the mitigation measures listed above were considered. **MM Air 1** through **9** are associated with reduction in construction-related emissions for all criteria pollutants. **MM Air 10** aims to reduce truck idling times which reduce criteria pollutant emissions. **MM Air 15** and **18** are mainly associated with energy efficiency, material conservation, and reduction of GHG emissions.

Although implementation of mitigation measures **MM Air 1** through **9** will reduce project-generated emissions, there are no distinct quantitative reductions associated with them; therefore to be conservative, this conclusion assumes there is no change in the estimated emissions of the project from those mitigation measures. Even with the incorporation of **MM Air 1** to **MM Air 9**, projected short-term emissions from construction of the project are above applicable SCAQMD regional thresholds for VOC, NO_x, PM-10, and PM-2.5 during construction. The project's short-term construction emissions will still exceed the SCAQMD regional significance thresholds. However, short-term emissions are below SCAQMD's localized significance thresholds. **Therefore, short-term emissions from the project are considered regionally significant but not on a localized level.**

Criteria Pollutants

Implementation of **MM Air 15** will reduce project-generated operational emissions from natural gas usage by 16.7 percent for VOC, 14.8 percent for NO_x, and 14.7 percent for CO for both summer and winter. The following tables (**Tables 4.3-P** and **4.3-Q**) show the mitigated project-generated operational emissions.

Table 4.3-P
Mitigated Estimated Daily Project Operation Emissions (Summer)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Natural Gas	0.05	0.69	0.58	0.00	0.00	0.00
Landscaping	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	6.97	-	-	-	-	-
Vehicles	58.35	475.64	470.64	1.02	109.83	32.68
Total	65.49	476.35	472.77	1.02	109.84	32.69
Exceeds Threshold?	Yes	Yes	No	No	No	No

Table 4.3-Q
Mitigated Estimated Daily Project Operation Emissions (Winter)

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Natural Gas	0.05	0.69	0.58	0.00	0.00	0.00
Landscaping	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	6.97	-	-	-	-	-
Vehicles	62.58	529.43	452.24	0.96	109.83	32.68
Total	69.72	530.14	454.37	0.96	109.84	32.69
Exceeds Threshold?	Yes	Yes	No	No	No	No

There is no change in terms of exceeding the SCAQMD thresholds of significance related to long-term operational emissions after mitigation. The project's long-term operational emissions will still exceed the SCAQMD regional significance thresholds for VOC and NO_x in the summer and winter. However, no long-term localized significance thresholds will be exceeded during project operation. Therefore, long-term emissions from the project are considered regionally significant, but not on a localized level.

Cumulative Impacts

The project's short-term construction emissions for VOC, NO_x, PM-10, and PM-2.5 and long-term operational emissions for VOC and NO_x have been shown to be significant on a regional level. Since the project's short-term and long-term emissions are above thresholds for at least one pollutant, it is considered to result in a **cumulatively considerable net increase** in ozone, which is non-attainment in the region under both state and federal standards and **cumulative impacts are considered significant**.

Consistency with AQMP

Since the project will be developed with land uses that are in accordance with the approved general plan land use designations of Light Industrial and Public/Semi-Public Utilities, the project is also considered to be in compliance with the AQMP and **impacts are considered to be less than significant**.

Objectionable Odors

Neither the project's construction nor operation will create objectionable odors affecting a substantial number of people; therefore, the impact is considered **less than significant without mitigation**.

Greenhouse Gases (GHG)

The credits listed above in **Table 4.3-B** incorporate various design features which will increase the project's overall performance in each of the five categories from project design and construction through operations and maintenance. The specific features (credits) that will be implemented from **Table 4.3-B** are preliminary at this time and will not be completed until after the project is approved.

The mitigation measure listed above (**MM Air 15**) was considered in an effort to quantify emissions reductions related specifically to building energy performance and efficiency beyond Title 24 as well as reduce the project's water demand. **MM Air 15** ensures that the proposed project's energy efficiency exceeds Title 24 by 14 percent, which is quantifiable in URBEMIS 2007 and corresponds to a reduction in natural gas usage, as shown in **Table 4.3-R**, below.

Table 4.3-R, Annual Project-Related Operational CO₂ Emissions (Mitigated)

Source	Annual Carbon Dioxide Emissions (Mt)	Percent of Total
Construction Emissions ¹	100.49	0.52 %
Electricity	1,777.77	9.16 %
Landscape Equipment	0.46	0.002 %
Natural Gas	137.60	0.71 %
Water Electricity	74.48	0.38 %
Vehicular	17,313.80	89.23 %
Total	19,404.60	100 %

Note: ¹ Construction emission amortized over 30 years. (3,014.71 MT CO₂/30 years = 100.49 MT CO₂ per year)

As seen in the table above, emissions of CO₂ from natural gas were slightly reduced utilizing the reduction in URBEMIS to Increase Energy (Industrial) Efficiency Beyond Title 24 by 14 percent. The percent of total project-related operational CO₂ emissions from natural gas usage is reduced by approximately 22 MtCO₂ per year.

Through project design and mitigation, the project is making an effort to reduce its carbon footprint. However, the proposed project would generate daily operational criteria pollutant emissions of VOC and NO_x that exceeds the threshold of significance recommended by the SCAQMD. Therefore, the City of Perris is taking the conservative approach and determining that the contribution of the project's GHG emissions to the state-wide cumulative impact would be considerable.

Toxic Air Contaminants

The project does not create the potential exposure of sensitive receptors to DPM concentrations exceeding the SCAQMD threshold of 10 excess cancer cases per one million people; therefore, impacts related to excess cancer risk are **considered to be less than significant without mitigation.**

The proposed project's DPM emissions were found to be below the hazard index (used to quantify the significance of non-cancer health risks) and are considered **less than significant without mitigation.**

Summary of Cumulative Environmental Effects After Mitigation Measures Are Implemented

The project emissions exceed regional thresholds during construction for VOC, NO_x, PM-10, and PM-2.5 and during operation for VOC and NO_x. Since the project exceeds thresholds and the portion of the SCAB within which the proposed project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards, **the project is considered cumulatively significant.**

Regarding global climate change and GHG emissions as discussed above, project design and mitigation will help reduce the intensity of project-related emissions. Even in the absence of the project, the impacts associated with global climate change will still exist, however it is recognized that the contribution of the project emissions state-wide global climate change impact would be considerable.

4.4 BIOLOGICAL RESOURCES

Potential impacts related to interference of movement of any native resident, migratory fish, or wildlife species; and that conflict with local policies or ordinance protecting biological resources were all found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts from an 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; that conflict with any local policies or ordinances protecting biological resources; or, that conflict with the provisions of an adopted Habitat Conservation Plan.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- AMEC Earth & Environmental, Inc. *Rados Distribution Center-Perris, General Biological Resources Assessment*, Updated March 17, 2010. (Appendix D)
- City of Perris, *City of Perris General Plan 2030, Conservation Element*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan/Conservation_Element_01-08-09.pdf, accessed on January 28, 2009.)
- County of Riverside, *Western Riverside County Multiple Species Habitat Conservation Plan*, Adopted June 17, 2003. (Available at the City of Perris Planning Department.)
- Riverside County Habitat Conservation Agency, *Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California*. 1996. (Available at <http://www.skrplan.org/skr.html>, accessed February 12, 2010.)

Setting

The project site consists of a proposed development on approximately 61.63 gross acres and is located on the U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle for Perris in Section 7, Township 4 South, Range 3 West, San Bernardino Base & Meridian. The project site is rectangular in shape and is bounded by Webster Avenue on the west, Rider Street on the south, and Indian Avenue on the east.

Regional Context

The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. The project site lies adjacent to another tract of agriculture fields to its east, a restaurant to the west, and existing industrial complexes occupy the parcels to its north and south. Adjacent properties feature tree tobacco, mustard, various grasses and weeds. Slightly off-site to the north, along the north-facing slope of the Metropolitan Water District (MWD) channel, a sparse Coastal Sage Scrub community occurs, characterized by scattered California Buckwheat (*Eriogonum fasciculatum*) and a few California Sagebrushes (*Artemisia californica*).

Project Site Description

The elevation of the essentially flat site ranges from 1470 to 1493 feet. The project site consists mainly of leveled farmland which was formerly a sod farm. Recent discing of the former sod farm as well as the leased portion (2.60 acres) of the MWD parcel to the north indicates that the site is still considered agriculture. The native vegetation has been removed in the project area. Soils on the site are mainly sandy loams that do not normally contain alkalinity, salinity, or high clay content associated with vernal pools, alkaline flats, or sensitive plant species.

Vegetation Community Descriptions

The site lacks native plant communities, and even weedy species are limited to the roadsides and margins of the site that cannot be disced due to the presence of fences and roads. Additional plants present on the project site include: Tumbling Pigweed (*Amaranthus albus*), California Sagebrush (*Artemisia californica*), Common Horserweed (*Conyza Canadensis*), Grassland Goldenbush (*Ericameria palmeri*), Cudweed Aster (*Lessingia filaginifolia*), Mulefat (*Baccharis salicifolia*), Western Sunflower (*Helianthus annuus*), European Wild Lettuce (*Lactuca serriola*), Stink-net (*Oncosiphon piluliferum*), Common Groundsel (*Senecio vulgaris*), Prickly Sow-thistle (*Sonchus asper*), Common Sow-thistle (*Sonchus oleraceus*), Common Fiddleneck (*Amsinckia menziesii* var. *intermedia*), Alkali Heliotrope (*Heliotropium curassavicum*), Shortpod Mustard (*Hirshfeldia incana*), Lesser Watercress (*Lepidium didymus*), London Rocket (*Sisymbrium irio*), Boccone's Sand Spurry (*Spergularia bocconeii*), Serrate-leaved Saltbrush (*Atriplex suberecta*), Mexican Tea (*Chenopodium ambrosioides*), Pitseed Goosefoot (*Chenopodium berlandieri*), Nettle-leaved Goosefoot (*Chenopodium murale*), Russian Thistle (*Salsola tragus*), Doveweed (*Eremocarpus setigerus*), Cheeseweed (*Malva parviflora*), California Buckwheat (*Eriogonum fasciculatum*), Common Knotweed (*Polygonum aviculare*), Black Willow (*Salix gooddingii*), Jimson Weed (*Datura wrightii*), Tree Tobacco (*Nicotiana glauca*), Mediterranean Tamarisk (*Tamarix ramosissima*), Wild Oats (*Avena* sp.), Red Brome (*Bromus madritensis* ssp. *Ruben*), Ripgut Grass (*Bromus diandrus*), Glaucous Barley (*Hordeum murinum*), Dense-flowered Sprangletop (*Leptochloa uninervia*), Annual Bluegrass (*Poa annua*).

The most conspicuous plant on the site is Russian Thistle (*Salsola tragus*). The fenceline across the north portion of the site has allowed the growth of Tree Tobacco (*Nicotiana glauca*), the tallest plant found on the site. Both of these plants are non-native as are a majority of the plants identified on site. The project site contains no oak trees.

Common Wildlife Species

During the general biological habitat assessment of the project site, no reptile or amphibian species were recorded on the site. However, had the assessment been conducted in spring or summer, common reptiles including Side-blotched Lizard (*Uta stansburiana*), Western Fence Lizard (*Sceloporus occidentalis*), and the Gopher Snake (*Pituophis catenifer*) would certainly be revealed.

Birds observed included those species that are accustomed to human presence and expected resident species such as the House Finch (*Carpodacus mexicanus*), Common Raven (*Corvus*

coraz), Morning Dove (*Zenaida macroura*), American Crow (*Corvus brachyrhynchos*), as well as winter visitors White-crowned Sparrow (*Zonotrichia leucophrys*) and Savannah Sparrow (*Passerculus sandwichensis*).

The observed mammals Desert Cottontail (*Sylvilagus audubonii*), California Ground Squirrel (*Spermophilus beecheyi*), Botta's Pocket Gopher (*Thomomys bottae*) and canine (feral dog/Coyote [*Canis latrans*]), are those found throughout the region. An abundance of burrows in the channel north of the site indicates a small mammal fauna not readily identified. Large burrows indicate denning by canines and/or San Diego Black-tailed Jackrabbit (*Lepus californicus bennettii*), as well as occupation by at least one Burrowing Owl (*Athene cunicularia*).

Jurisdictional Wetlands

There are no watercourses, or riparian habitat on the project site. Additionally, there are no hydrological or soil indicators of wetlands on the project site. There are a few riparian plants present on-site that are remnants of long-term agricultural activities, including ponding. The MWD channel to the north covers a pipeline in which surface water does not pond nor does water enter or leave the channel via culverts. Therefore, there are no areas of this site that require a jurisdictional assessment.

Special Status Species

Special-status habitat types are those vegetation communities that support rare, threatened, or endangered plant or wildlife species or are diminishing and are of special concern to resource agencies. The Western Riverside County MSHCP (of which the City of Perris is a signatory) provides protection for this sensitive vegetation community.

Plants

The potential occurrence of nine MSHCP-covered sensitive plant species, based on known occurrences, are considered to be “absent” or have a “low” probability of occurrence. Absence can only be positively determined through focused surveys using appropriate protocols based on seasonality and vegetative/floristic characters, but the habitat associations, topography, soils, and hydrology (or lack thereof) allows for absence to be predicted. Occurrence potential is based on the conclusion that there are no vernal pools on the project site. The following **Table 4.4-A, Special Status Plants**, provides a list of special status plant species with a potential to occur on or in the immediate vicinity of the project site. However, no special status plant species are expected to occur on-site.

Table 4.4-A, Special-Status Plants

Species Name	Status	Habitat Requirements	Potential for Occurrence On Site
Coulter's goldfields <i>Lasthenia glabrata ssp. coulteri</i>	Federal: None State: None	Grasslands, playas, sinks, vernal pools, to 4000' elev.	Absent, lacks suitable habitat
Long-spined spinflower <i>Chorizanthe polygonoides var. longispina</i>	Federal: None State: None	Clay soils, openings in coastal sage scrub, chaparral, grasslands, 100-4750' elev.	Absent, lacks suitable habitat
Moran's navarretia <i>Navarretia fossalis</i>	Federal: FT State: None	Vernal pools, marshes, swamps, playas, chenopod scrub, clay soils, 100-4250' elev.	Absent, lacks suitable habitat
Parish's brittlescale <i>Atriplex parishii</i>	Federal: None State: None	Chenopod scrub, vernal pools, playas, drying alkali flats with fine soils, 100-6250' elev.	Absent, lacks suitable habitat
Payson's Jewel-flower <i>Caulanthus simulans</i>	Federal: None State: None	Pinyon-juniper woodland, coastal sage scrub, chaparral	Absent, lacks suitable habitat
San Jacinto Valley crownscale <i>Atriplex coronata var. notatior</i>	Federal: FE State: None	Endemic to Riverside County, silty-clay soils, Chenopod scrub, seasonal wetlands, vernal pools, playas, grasslands, 1250-1800' elev.	Absent, lacks suitable habitat
Smooth tarplant <i>Centromadia pungens ssp. laevis</i>	Federal: None State: None	Chenopod scrub, playas, riparian woodlands, meadows, vernal pools, grassland, to 1600' elev.	Low
Thread-leaved brodiaea <i>Brodiaea filifolia</i>	Federal: FT State: SE	Chaparral, cismontane woodlands, coastal sage scrub, playas, vernal pools, grasslands, clay soils, 100-1800' elev.	Absent, lacks suitable habitat
Wright's trichocoronis <i>Trichocoronis wrightii var. wrightii</i>	Federal: None State: None	Alkaline habitats, meadows, marshes swamps, riparian forests, vernal pools to 1450' elev.	Absent, lacks suitable habitat

Federal

FE – Federally Endangered

FT – Federally Threatened

State

SE – State Endangered

ST – State Threatened

Wildlife

Table 4.4-B, Special-Status Wildlife, presents MSHCP covered wildlife species that were identified as potentially occurring on the project site. This determination is based on the proximity of records; however, habitat requirements for the species eliminates the listed species from further consideration. Several Special Concern species have low-moderate occurrence potential, but the project site is not within an MSHCP Criteria Cell, so no further analysis is warranted except for Burrowing Owl.

Table 4.4-B, Special-Status Wildlife

Species Name	Status	Habitat Requirements	Potential for occurrence
REPTILES, AMPHIBIANS			
Southwestern Pond Turtle <i>Actinemys marmorata pallid</i>	Federal: None State: CSC	Permanent water	Absent; no aquatic habitats
Orange-throated Whiptail <i>Aspidoscelis hyperythra</i>	Federal: None State: CSC	Coastal sage scrub, chaparral	Low
Coastal Western Whiptail <i>Aspidoscelis tigris stejnegeri</i>	Federal: None State: None	Chaparral, coastal sage, low scrub, washes	Low
Northern Red Diamond Rattlesnake <i>Crotalus ruber ruber</i>	Federal: None State: CSC	Chaparral, coastal sage scrub, grasslands, woodlands	Very low
Coast (San Diego) Horned Lizard <i>Phrynosoma coronatum</i> (<i>blainvillii</i> population)	Federal: None State: CSC	Chaparral, coastal sage scrub, grasslands, woodlands	Low
Western Spadefoot <i>Spea hammondi</i>	Federal: None State: CSC	Vernal pools, puddles, ephemeral	Low
BIRDS			
Burrowing owl <i>Athene cunicularia</i>	Federal: None State: CSC	Open terrain	Occurs; active burrows off-site
California Horned Lark <i>Eremophila alpestris actia</i>	Federal: None State: None	Grasslands	High probability; possible nesting
Coastal California Gnatcatcher <i>Poliophtila californica californica</i>	Federal: FT State: CSC	Coastal sage scrub	Absent, no coastal sage scrub on site
Least Bell's vireo <i>Vireo bellii pusillus</i>	Federal: FE State: SE	Riparian woodland and scrub	Absent; no riparian habitat on site
MAMMALS			
American Badger <i>Taxidea taxus</i>	Federal: None State: CSC	Grassland, sparse coastal sage scrub (friable soils)	Absent
Coyote <i>Canis latrans</i>	Federal: None State: None	All native habitats, residential	Occurs; suitable den burrows just off site
Northwestern San Diego Pocket Mouse <i>Chaetodipus fallax fallax</i>	Federal: None State: CSC	Grassland, sparse coastal sage scrub	Low
San Diego Black-tailed Jackrabbit <i>Lepus californicus bennettii</i>	Federal: None State: None	Grassland, sparse coastal sage scrub	Moderate, suitable burrows just off site
Stephens' kangaroo rat <i>Dipodomys stephensi</i>	Federal: FE State: ST	Grassland, sparse coastal sage scrub	Site is in SKR Fee Area

Federal
FE – Federally Endangered
FT – Federally Threatened
FPT – Federally Proposed Threatened
FSC – Federal Species of Concern

State
SE – State Endangered
ST – State Threatened
CSC – California Species of Concern
CFP – California Fully-Protected Species

Stephen's Kangaroo Rat

The proposed site is included in the Stephen's Kangaroo Rat fee area.

Burrowing Owl

The project site is included in the MSHCP Burrowing Owl survey area. A 2006 habitat assessment for Burrowing Owls included a search for burrows suitable for the occupation by this fossorial species and an analysis of topographical features and vegetative structure that would indicate the possibility of Burrowing Owl occurrence. Transects were walked along all edges of the active sod farm; no burrows were found on this site.

At some time between 2006 and the present, the sod farm was allowed to go fallow, providing more areas (virtually the entire project site) where burrows could be present. Additionally, the larger project site provides more and better Burrowing Owl habitat, including proximity to the MWD channel to the north, which has burrows. On January 4, 2010, one Burrowing Owl was observed just off-site to the north.

Fairy Shrimp

Three species of fairy shrimp are considered sensitive and are covered by the MSHCP: riverside Fairy Shrimp (*Strptocephalus wootoni*), Santa Rosa Plateau Fairy Shrimp (*Linderiella santarosae*) and Vernal Pool Fairy Shrimp (*Brachinecta lynchi*). These species are associated with vernal pool habitats. The large off-site puddle filled by the mid January rains lacks vernal pool substrate but is still to be considered fairy shrimp habitat based on U.S. Fish and Wildlife Service definitions (USFWS 1996). This puddle is off-site but reaches the northwest boundary of the project site.

Related Regulations

Federal Endangered Species Act of 1973

The Federal Endangered Species Act of 1973 (ESA) (16 U.S.C. 1531-1543) and subsequent amendments provide for the conservation of endangered and threatened species and the habitats on which they depend. A federally endangered species is one that is facing extinction throughout all or a significant portion of its geographical range. A federally-threatened species is one likely to become endangered within the foreseeable future throughout all or a significant portion of its range. The presence of any federally threatened or endangered species on a site generally imposes severe constraints on development; particularly if development would result in a "take" of the species or its habitat. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct. Harm in this sense can include any disturbance to habitats used by the species during any portion of its life history. The proposed project however, is not expected to require such authorizations as it is not expected to result in "take" of a listed species.

California Endangered Species Act

California Endangered Species Act (Fish and Game Code 2050, *et seq.*) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. CESA mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires State lead agencies to consult with the California Department of Fish and Game (CDFG) during the CEQA process to avoid jeopardy to threatened or endangered species. CESA prohibits any person from taking or attempting to take a species listed as endangered or threatened (Fish and Game Code Section 2080). Section 2080 provides the permitting structure for CESA. The “take” of a state-listed Endangered or Threatened species or Candidate species will require incidental take permits as authorized by the CDFG. The proposed project however, is not expected to require such authorizations as it is not expected to result in “take” of a listed species.

Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the take, possession, or destruction of any birds, their nests or eggs. Although no native habitat communities are present and the site is located in a predominately agricultural environment, certain common and special-status bird species, especially raptors, may utilize the site for breeding and/or seasonal foraging. The proposed project will be required to comply with the MTBA and California Fish and Game Code.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the federal Endangered Species Act of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001. The plan “encompasses all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning Beaumont, Calimesa, Perris, Hemet, and San Jacinto.” The overall biological goal of the MSHCP is to conserve covered species and their habitats, as well as maintain biological diversity and ecological processes while allowing for future economic growth within a rapidly urbanizing region.

Federal and state wildlife agencies approved permits required to implement the MSHCP on June 22, 2004. Implementation of the plan will conserve approximately 500,000 acres of habitat, including land already in public or quasi-public ownership and about 153,000 acres of land in private ownership that will be purchased or conserved through other means such as land acquisition, conservation easements, etc. The money for purchasing private land will come from development mitigation fees as well as state and federal funds.

The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved and policies for the protection of

riparian areas, vernal pools, and narrow endemic plants. It also includes a program for performing plant, bird, reptile, and mammal surveys as well as policies for the protection of these species if found.

The intent of the MSHCP is to ensure the survival of a range of plants and animals and avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental take (for development purposes) of currently listed species and their habitat from development. It would also allow the incidental take of species that might be listed in the future.

Stephens' Kangaroo Rat Habitat Conservation Plan

The project site also lies within the Fee Area Boundary of the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) for the Western Riverside County prepared by the Riverside County Habitat Conservation Authority (1996). Within this Fee Area, suitable habitat is assumed to be occupied and focused surveys are not required. Mitigation requirements of potentially significant impacts to the Stephens' kangaroo rat are satisfied through the mandatory payment of fees in accordance with the regulatory requirements of the U.S. Fish and Wildlife Service - approved HCP and City of Perris' Stephens' Kangaroo Rat mitigation fee ordinance (Ordinance No. 794, as amended).

City of Perris Ordinance No. 1123

The City of Perris adopted Ordinance No. 1123 to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the Western Riverside MSHCP.

Design Considerations

No design measures would be implemented that would avoid or reduce potentially significant impacts to biological resources.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to biological resources may be considered potentially significant if the project would:

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

- have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Environmental Impacts Before Mitigation

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

The General Biological Habitat Assessment prepared by AMEC for the project site in June 2006 and updated in January 2010 revealed that the site consists mainly of leveled farmland which was formerly a sod farm. Recent discing of the former sod farm as well as the leased portion (2.60 acres) of the MWD parcel to the north indicates that the site is still considered agriculture. The site has been highly modified for human use and does not contain suitable habitat for any sensitive species.

A literature review was conducted, which included analysis of records from the California Natural Diversity Database (CNDDDB) *RareFind 3*, the California Native Plant Society's (CNPS) *Rare and Endangered Vascular Plants of California*, the MSHCP, and the *Soil Survey of Western Riverside Area*. Pertinent documents from the AMEC library and files were also reviewed, and other AMEC biologists were consulted.

Based on the 2010 survey efforts, no protected plants or vegetative communities were found on the project site, nor were vernal pool species, as identified in Section 6.1.2 of the MSHCP (least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Riverside fairy shrimp (*Streptocephalus wootoni*), Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*), and vernal pool fairy shrimp (*Branchinecta lynchi*)) were found on-site. The few riparian plants present on-site are remnants of long-term agricultural activities, including ponding. Following the torrential rains of mid January 2010 a large puddle formed between the northwest corner of the project site and Webster Avenue. This puddle is not a vernal pool but is likely to persist for at least several days or a week or more. This puddle is considered fairy shrimp habitat, but surveys will not be necessary as it is off-site.

No native habitat communities are present and no listed plant or wildlife species (protected by the state or federal endangered species act) are expected to occur due to the absence of suitable habitat, except for the western Burrowing Owl. The project site is located within the MSHCP survey area for the western Burrowing Owl (*Athene cunicularia hypugaea*), federal and state Species of Special Concern. A general field survey and a Burrowing Owl habitat assessment were conducted by AMEC in the February 2006 habitat assessment. The habitat assessment for Burrowing Owls included a search for burrows suitable for occupation by this fossorial species,

and an analysis of topographical features and vegetative structure that would indicate the possibility of Burrowing Owl occurrence. Transects were walked along all edges of the sod farm; no burrows were found.

At some time between 2006 and the present, the sod farm was allowed to go fallow, providing more areas (virtually the entire project site) where burrows could be present. Additionally, the larger project site provides more and better Burrowing Owl habitat, including proximity to the MWD channel to the north, which has burrows. On 4 January 2010, during an AMEC reconnaissance visit to the MWD area, one Burrowing Owl was seen. A focused Burrowing Owl survey will be required during the breeding season prior to construction. Implementation of mitigation measure **MM Bio 1** is required to reduce potential impacts to Burrowing Owl to **less than significant impacts**.

Although the avian species that were directly observed on-site are not necessarily protected by state or federal/state endangered species acts, many are protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code which prohibits take, procession, or destruction of birds, their nests or eggs (in particular raptor species). If it is found that any of these species has subsequently established an active nest on the project site and that the nest would be lost as a result of site-preparation, it may be in conflict with these regulations. In order to avoid a violation of the MBTA or the California Fish and Game Code, general guidelines suggest that project-related disturbances at active nesting territories be reduced or eliminated during the nesting cycle (generally February 1 to August 31). Should eggs or fledglings be discovered on-site, the nest cannot be disturbed (pursuant to CDFG guidelines) until the young have hatched and fledged (matured to a state that they can leave the nest on their own). These guidelines are incorporated into mitigation measures **MM Bio 1** and **MM Bio 2**; therefore, compliance with mitigation measure **MM Bio 1** and **MM Bio 2** will reduce these potential impacts to below the level of significance.

The project site also lies within the Fee Area Boundary of the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) for the Western Riverside County prepared by the Riverside County Habitat Conservation Authority (1996). Within this Fee Area, suitable habitat is assumed to be occupied and focused surveys are not required. Mitigation requirements of potentially significant impacts to the Stephens' kangaroo rat are satisfied through the mandatory payment of fees in accordance with the regulatory requirements of the U.S. Fish and Wildlife Service - approved HCP and City of Perris' Stephens' Kangaroo Rat mitigation fee ordinance (Ordinance No. 794, as amended). The SKR HCP establishes a mechanism for the long-term conservation of the species. Potential impacts to the SKR are mitigated on a regional basis through compliance with the MSHCP and the SKR HCP. Compliance with mitigation measures **MM Bio 3** ensures the payment of fees. Therefore, the Project will not conflict with the SKR HCP and impacts are **less than significant**.

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

During the habitat assessment, no vernal pools, fairy shrimp, watercourses, or riparian habitat were present on the project site. No areas of the project site that would require a jurisdictional assessment.

There are no hydrological or soil indicators of wetlands, and the few riparian plants present on-site are remnants of long-term agricultural activities, including ponding. Following the torrential rains of mid January 2010 a large puddle formed between the northwest corner of the project site and Webster Avenue. This puddle is not a vernal pool but is likely to persist for at least several days or a week or more. This puddle is considered fairy shrimp habitat, but surveys will not be necessary as it is off-site.

In addition to not finding any features which may be considered jurisdictional or wetlands, the soils on the site are sandy loams. Sandy loams do not normally contain alkalinity, salinity, or high clay content associated with vernal pools, alkaline flats, or certain sensitive plants. The site does not contain any drainage features and does not contain resources that meet the definition of riparian/riverine areas, waters of the United States pursuant to Section 404 of the Clean Water Act, or streambeds pursuant to Section 1600 of the California Fish and Game Code.

Therefore, the proposed project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means. Therefore, the project would have **no environmental impacts**.

Threshold: *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.*

A habitat assessment and database review was conducted to document plants and vegetation communities present on the site. There were no special-status plant species, watercourses, or riparian habitat present on the project site. It was determined that the project site lacks native plant communities, and even weedy species are limited to the roadsides and margins of the property. Therefore, the proposed project will not 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 and the project would have **no environmental impacts**.

Threshold: *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 Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and associated habitats in Western Riverside County. The MSHCP will serve as a HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as amended, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of

2001. The MSHCP will result in an MSHCP Conservation Area in excess of 500,000 acres and focuses on conservation of 146 species.

On June 22, 2004, the U.S. Fish and Wildlife Service approved the Section 10(a)(1)(B) permit and a Natural Community Conservation Planning permit was issued by the California Department of Fish and Game. These permits provide take authorization for those species listed as threatened or endangered and identified in the permits as “Covered Species Adequately Conserved.” Take of habitat for bird species is also permitted. The County of Riverside is a participating entity and permittee of the Western Riverside County Multiple Species Habitat Conservation Plan.

The MSHCP establishes “Criteria Area” boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation Area. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area. Proposed projects within the Criteria Area are evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties require conservation under the MSHCP. The closest criteria cell is more than one mile from the project site, on the opposite side of I-215, a six-lane freeway.

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the “Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy” (HANS) process or equivalent process. The HANS process “ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issues to the County and Cities pursuant to the MSHCP.” The project site is not within an identified Criteria Cell and will therefore not be required to follow the HANS process.

In accordance with the MSHCP, the proposed project was also reviewed for consistency with the MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface) and Section 6.3.2 (Additional Survey Needs and Procedures). The proposed project’s consistency with these MSHCP sections is discussed below.

Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

During the habitat assessment and survey for burrowing owls, no vernal pools, fairy shrimp, watercourses, or riparian habitat were present on the project site. Also, there are no areas of the project site that would require a jurisdictional assessment.

There are no hydrological or soil indicators of wetlands, and the few riparian plants present on-site are remnants of long-term agricultural activities, including ponding. Following the torrential

rains of mid January 2010 a large puddle formed between the northwest corner of the project site and Webster Avenue. This puddle is not a vernal pool but is likely to persist for at least several days or a week or more. This puddle is considered fairy shrimp habitat, but surveys will not be necessary as it is off-site.

In addition to not finding any features which may be considered jurisdictional or wetlands, there was no vegetation or features on the project site that met the specifics of Riparian/Riverine Areas pursuant to MSHCP Section 6.1.2. The site did not contain any drainage features. The site did not contain resources that meet the definition of riparian/riverine areas, waters of the United States pursuant to Section 404 of the Clean Water Act, or streambeds pursuant to Section 1600 of the California Fish and Game Code.

Therefore, the proposed project is in compliance with Section 6.1.2 of the MSHCP.

Section 6.1.3 Protection of Narrow Endemic Plant Species & Criteria Area Plant Species

Under Section 6.1.3, *Protection of Narrow Endemic Plant Species*, site-specific focused surveys for narrow endemic plant species shall be required where appropriate or suitable habitat is present within the Narrow Endemic Plant Species Survey Area. The proposed project site is located within Group 9 of the Narrow Endemic Plant Species Survey Area. Projects with the potential to affect Narrow Endemic Plant Species shall be subject to avoidance, minimization and mitigation strategies as outlined in Section 6.1.3 of the MSHCP. The project site does not fall within any survey areas identified on the Narrow Endemic Plant Species Survey Area Errata Map.

A habitat assessment and database review was conducted to document plants and vegetation communities present on the site. There were no special-status plant species considered under the MSHCP that occur on-site. Also, the project site did not fall within any survey areas identified on the Narrow Endemic Plant Species Survey Area Errata Map.

Therefore, the proposed project is in compliance with Section 6.1.3 of the MSHCP.

Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlife Interface*, outlines the minimization of indirect effects associated with locating development in proximity to the MSHCP Conservation Area. To minimize these effects, guidelines in Section 6.1.4 of the MSHCP shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area, address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development. The project site does not occur within any existing cores or linkages within the MSHCP Conservation Area and the closest criteria cell is more than one mile from the project site, on the opposite side of I-215, a six-lane freeway; therefore, the project will not have edge effects on any existing or future MSHCP conservation area.

Based on the location of the project site, there will be no edge effects to any existing or future conservation areas because the closest criteria cell is more than one mile from the project site, on the opposite side of I-215, a six-lane freeway.

Therefore, the proposed project is in compliance with Section 6.1.4 of the MSHCP.

Section 6.3.2 Additional Survey Needs and Procedures

The MSHCP also requires additional surveys for certain species if the project is located within the areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area), Figure 6-5 (Mammal Species Survey Areas with Criteria Area), and Figure 9-9 (Delhi Sands Flower-Loving Fly Suitable Habitat with Criteria Area) of the MSHCP. The project site is located outside of the Critical Area Species Survey Area (CASSA) for plants, and the survey areas for amphibians, mammals, and narrow endemic plant species. Therefore, habitat assessments and focused surveys for these species are not required.

The project site is located within the burrowing owl (*Athene cunicularia*) survey area as shown on Figure 6-4 of the MSHCP. According to the General Biological Resource Assessment, burrowing owls are expected to occur within the burrowing owl study area;

Pursuant to burrowing owl Objective 6 in Section B of the MSHCP Reference Document, a 30-day pre-construction presence/absence survey for burrowing owl is required where suitable habitat is present. If burrowing owls are present, they shall be relocated as agreed to by the City of Perris Planning Division and the California Department of Fish and Game. Implementation of mitigation measure **MM Bio 1** is required to reduce potential impacts to Burrowing Owl to less than significant; therefore, the project is consistent with the policies of MSHCP Section 6.3.2.

Stephens' Kangaroo Rat Habitat Conservation Plan

The project site also lies within the Fee Area Boundary of the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) for the Western Riverside County prepared by the Riverside County Habitat Conservation Authority (1996). Within this Fee Area, suitable habitat is assumed to be occupied and focused surveys are not required. Mitigation requirements of potentially significant impacts to the Stephens' kangaroo rat are satisfied through the mandatory payment of fees in accordance with the regulatory requirements of the U.S. Fish and Wildlife Service - approved HCP and City of Perris' Stephens' Kangaroo Rat mitigation fee ordinance (Ordinance No. 794, as amended).

Based upon the above analysis of consistency with all applicable sections of the MSHCP and the results of the focused biological surveys which evaluated the project site for potential biological impacts, and implementation of the below-listed mitigation measures for potential impacts to the burrowing owl, it is concluded that the proposed project is consistent with the applicable provisions of the adopted MSHCP. There are no other approved local, regional or state conservation plans applicable to the proposed project. Therefore the proposed project will not

conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. Potential impacts to the SKR are mitigated on a regional basis through compliance with the MSHCP and the SKR HCP. Compliance with mitigation measure **MM Bio 3** ensures the payment of fees for the SKR HCP and the MSHCP. Therefore, the project impacts are **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts to special-status species and loss of foraging habitat. The following measures shall be implemented to eliminate or reduce potentially significant impacts to biological resources to below the level of significance.

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

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

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

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

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

MM Bio 3: The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Potential impacts to the SKR are mitigated on a regional basis through compliance the SKR HCP mitigation fees. To address the impacts associated with the cumulative loss of habitat for special status species, the proposed project shall be conditioned to pay the MSHCP mitigation fees as set forth under Ordinance No. 1123 and the City of Perris' Stephens' Kangaroo Rat mitigation fees as set forth under Ordinance No. 794.

Summary of Environmental Effects After Mitigation Measures Are Implemented

Based on the Biological Report (Appendix D), compliance with the MSHCP, and after the mitigation measure identified above are implemented, potential adverse impacts associated with biological resources will be reduced to a less than significant level.

4.5 CULTURAL RESOURCES

The focus of the following discussion is related to the proposed project's potential impacts to historical and archaeological resources, and unique paleontological resources or unique geological features; and the potential for the disturbance of any human remains, including those interred outside of formal cemeteries.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- City of Perris, *City of Perris General Plan 2030, Conservation Element*, July 12, 2005. (Available at the City of Perris and on January 28, 2009 at [www.cityofperris.org/city-hall/general-plan/Conservation Element 01-08-09.pdf](http://www.cityofperris.org/city-hall/general-plan/Conservation%20Element%2001-08-09.pdf)).
- CRM TECH, *Paleontological Resources Assessment Report, Rados-Perris Distribution Center, Assessor's Parcel Number 303-050-002, In the City of Perris, Riverside County, California*, April 20, 2006. (Appendix E)
- CRM TECH, *Historical/Archaeological Resources Survey Report, Rados-Perris Distribution Center, Assessor's Parcel Number 303-050-002, In the City of Perris, Riverside County, California*, Revised January 15, 2010. (Appendix E)
- LOR Geotechnical Group, *Phase I Environmental Assessment, ±55.8 Acres NWC Indian Avenue and Rider Street, Perris, California*, December 23, 2002 (Appendix G)

Setting

Current Setting

The project area is located near the northern end of the Perris Valley, between the Lakeview Mountains and the Santa Ana-Elsinore Mountains. The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. The project site consists mainly of leveled farmland, part of which is still under cultivation as a sod farm. The project site lies adjacent to another tract of agriculture fields to its east, a restaurant to the west, and existing industrial complexes occupy the parcels to its north and south.

The terrain in the project area is relatively level, with a slight incline to the west and elevations ranging approximately from 1,470 to 1,490 feet above mean sea level. The eastern half of the project property is currently occupied by a sod farm, while the crops in the western half were recently harvested, leaving the soils exposed. The native vegetation has been removed in the project area. Adjacent properties feature tree tobacco, mustard, various grasses and weeds. Soils range from a compacted, light to medium brown silty clay to a loosely compacted, medium brown silty loam, and are virtually devoid of rock, pebble, or gravel. Small patches of decomposing sod were noted in the western half of the project area.

Paleontological Setting

Paleontological resources are those that result from the fossilization of animal bones, shells, casts, tracks, and the like. The Perris Valley floor is composed of Quaternary alluvium, which was developed as a result of erosion out of the batholith and minor Aeolian deposition. Near the surface, the materials near the project site are still too young to exhibit fossils. However, it is possible that at depths beyond five feet below the modern ground surface, fossils may be found. According to the City of Perris General Plan, the project area lies within an area of surface exposure of older Pleistocene valley deposits which have high potential to contain significant fossil resources.

Prehistoric Setting

It is widely acknowledged that human occupation in what is now the State of California began 8,000-12,000 years ago. In order to understand Native American cultures before European contact, archaeologists have devised chronological frameworks that endeavor to correlate the observable technological and cultural changes in the archaeological record to distinct periods. Unfortunately, none of these chronological frameworks has been widely accepted, and none has been developed specifically for the so-called Inland Empire region of southern California, the nearest ones being for the Colorado Desert and Peninsular Ranges area (Warren 1984) and for the Mojave Desert (Warren and Crabtree 1986).

The development of an overall chronological framework for the region is hindered by the lack of distinct stratigraphic layers of cultural sequences that could be dated by absolute dating methods. Since results from archaeological investigations in this region have yet to be synthesized into an overall chronological framework, most archaeologists tend to follow a chronology adapted from a scheme developed by William J. Wallace in 1955 and modified by others (Wallace 1955; 1978; Warren 1968; Chertkoff and Chertkoff 1984; Moratto 1984). Although the beginning and ending dates of the different horizons or periods may vary, the general framework of prehistory in this region under this chronology consists of the following four periods:

- Early Hunting Stage (ca. 10,000-6,000 B.C.), which was characterized by human reliance on big game animals, as evidenced by large, archaic-style projectile points and the relative lack of plant-processing artifacts;
- Millingstone Horizon (ca. 6,000 B.C.-A.D. 1,000), when plant foods and small game animals came to the forefront of subsistence strategies, and from which a large number of millingstones, especially heavily used, deep-basin metates, were left;
- Late Prehistoric Period (ca. A.D. 1,000-1,500), during which a more complex social organization, a more diversified subsistence base—as evidenced by smaller projectile points, expedient milling stones and, later, pottery—and regional cultures and tribal territories began to develop;
- Protohistoric Period (ca. A.D. 1,500-1,700s), which ushered in long-distance contact with Europeans and led to the historic period.

Ethnohistoric Setting

The Perris Valley has long been a part of the homeland of the Luiseño Indians, whose territory extended from present-day Riverside to Escondido and Oceanside. Luiseño history, as recorded in traditional songs, tells the creation story from the birth of the first people, the *kaamalam*, to the sickness, death, and cremation of *Wiyoot*, the most powerful and wise one, at Lake Elsinore.

Anthropologists have divided the Luiseño into several autonomous lineages or kin groups, which represented the basic political unit among most southern California Indians. According to Bean and Shipek (1978:551), each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, where chiefs of the village inherited their rank and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of freshwater, always near subsistence resources.

The Luiseño exploited nearly all resources of the environment in a highly developed seasonal mobility system. The Luiseño people were primarily hunters and gatherers. They collected seeds, roots, wild berries, acorns, wild grapes, strawberries, wild onions, and prickly pear cacti, and hunted deer, elks, antelopes, rabbits, wood rats, and a variety of insects. Bows and arrows, atlatls or spear throwers, rabbit sticks, traps, nets, clubs, and slings were the main hunting tools. Each lineage had exclusive hunting and gathering rights in their procurement ranges. These boundaries were respected and only crossed with permission (Bean and Shipek 1978:551).

It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 each, although other estimates place the total Luiseño population at 4,000-5,000 (Bean and Shipek 1978:557). Some of the villages were forcefully moved to the Spanish missions, while others were largely left intact (*ibid.*:558). Ultimately, Luiseño population declined rapidly after European contact because of diseases such as small pox and harsh living conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of Alta California, the large number of non-Native settlers further eroded the foundation of the traditional Luiseño society. During the latter half of the 19th century, almost all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

Archaeological Setting

Archaeological resources are those that are associated with prehistoric cultural sites, prehistoric isolates and the remnants of historic cultural sites that lack substantive building remnants such as roads and trails or consist of any man-made object or feature that is identified at ground level such as building foundations or below ground, such as wells, trash pits/mounds. In most cases, the resource is identified as a “ruin,” but may represent an intact deposit. A building may be a part of an archaeological site, but standing buildings or structures, in and of themselves, are not defined as archaeological. The City of Perris General Plan identifies an archaeological records

search at the Eastern Information Center, University of California-Riverside (EIC) for the City and sphere of influence area. This search indicated that about 80 percent of the acreage within the City has never been surveyed by an archaeologist or architectural historian. The City's record search did identify that nine prehistoric sites are located in the City of Perris, and most of the sites consist of milling slick sites. However, there are several sites exhibiting extensive pictographs (rock art), and a few small stone flake scatters. Ten historic archaeological sites occur in the City. These sites consist of the remnants of historic buildings and/or ranch complexes. Ninety-eight historic sites occur in the City limits, of which seven are located in the buffer zone. These consist of buildings or linear features more than forty-five years of age.

Historic Setting

In California, the so-called "historic period" began in 1769, when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. For several decades after that, Spanish colonization activities were largely confined to the coastal regions, and left little impact on the arid hinterland of the territory. Although the first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the Perris and San Jacinto Valleys as early as 1772-1774, no Europeans were known to have settled in the vicinity until the beginning of the 19th century.

During much of the Spanish and Mexican Periods in California history, the Perris and San Jacinto Valleys were nominally under the control of Mission San Luis Rey, which was established near present-day Oceanside in 1798. By 1821, it had become a part of the loosely defined Rancho San Jacinto, a vast cattle ranch for that mission (Gunther 1984:467). The rancho was headquartered on a small hill near the Lakeview Mountains, where an adobe house for the *mayordomo*, known in later years as Casa Loma, was built sometime before 1827 (*ibid.*:102).

In the 1840s, after secularization of the mission system, the Mexican government issued three large land grants on the former mission rancho of San Jacinto, resulting in the establishment of Rancho San Jacinto Viejo, Rancho San Jacinto Nuevo y Potrero, and El Sobrante de Rancho San Jacinto. As elsewhere in southern California, cattle raising was the most prevalent economic activity on these ranchos, until the influx of American settlers eventually brought an end to this much-romanticized lifestyle in the second half of the 19th century. The project area, however, was not included in any of these land grants, and thus remained unclaimed when Alta California was formally annexed by the United States in 1848.

In 1882-1883, the Perris Valley received a major boost in its early development when the California Southern Railway was constructed through the area, to be connected to the Santa Fe Railroad's Nationwide system a few years later. In a scenario repeated frequently in the American West, a string of towns soon emerged along the railroad line. The town of Perris was founded in 1886, and named in honor of Frederick Thomas Perris, the California Southern Railway's chief engineer and superintendent of construction. In 1893, with the creation of Riverside County, Perris was designated as one of the 12 original judicial townships. On May 16, 1911, Perris was incorporated as the sixth City in the county.

In 1883, the project area was initially considered part of the 50,000-acre Rancho San Jacinto Nuevo y Potrero, which was patented by Miguel, Helena, Isabel, and Maria Pedrorena (BLM n.d.). However, part of the patent which included the project area, was usurped 11 years by a 20,000-acre railroad land grant awarded to the Southern Pacific Railway Company (*ibid.*). Around the same time, a web of roads emerged in the project vicinity, including the forerunners of today's Rider Street, Webster Avenue, and Indian Avenue, which boarder the project area on the south, west, and east sides, respectively. Lined with scattered buildings, these roads attest to the gradual growth of the Perris Valley during the 1880s-1890s, when a typical rural settlement pattern took shape around the project location.

Despite the beginning of urban growth in surrounding communities such as Riverside and, to a lesser degree, Perris, the rural settlement pattern persisted in the project vicinity throughout the early and mid-20th century. Within the project area, an oval-shaped earthen berm was the only notable feature in the project area in 1939, of which apparently only the western half remained by 1951.

In an aerial photograph taken May 1, 1949, Rider Street is present to the south of the site as a small paved roadway. Webster Avenue is present to the west of the site as a small dirt road. An unlined drainage channel is present to the north of the site trending east-west from Webster Avenue to Indian Avenue. It does not extend west past Webster Avenue, however, east of Indian Avenue it is present for approximately 2,500 feet and then is not a channel, but is present as an easement through parcels. In the area of the site, the excavated materials are placed along the north and south of the channel however, none of these materials are on the site. Across Webster Avenue to the west, a small plot of unplowed land with numerous large trees is visible. The remainder of that parcel is recently plowed land; perhaps an old home site. The remaining surrounding parcels appear similar to the site. Several scattered residences are visible in the area. The nearest of which is located approximately 1,000 feet south of the site. A rectangular basin approximately 200 x 300 feet is located on the parcel to the north of the site, along the east side of Webster Avenue and does not appear to contain water. Highway 395 is visible west of the site as a small, paved highway lined with trees along the western edge, followed by a set of railroad tracks.

Aerial photographs taken in 1949 show a small shed present in the southwest corner of the project area, corresponding roughly in location to the small concrete structure observed during the field survey. This study was unable to ascertain whether it indeed represented the same building. This concrete structure is approximately 12.5 feet wide by 8 feet deep by 12.5 feet tall and approximately 1 foot thick with a raised concrete floor and steel door frame. A light bulb socket was noted in the ceiling and a steel pipe extended through the roof. This was most likely the avenue electricity was provided to the socket. A switch box was noted along the outside next to the steel door frame. The use of the structure is unclear.

In an aerial photograph taken January 28, 1962, the site and surrounding areas remain essentially the same except the rectangular basin to the north contains some water. In an aerial photograph taken May 24, 1974, the site remains essentially the same. However, Indian Avenue to the east now appears to be paved with power poles along its western edge. Highway 395 has been improved into a divided, four lane paved highway. The previously noted nearest residence to the

south of the site is gone. To the west of the site was the previously noted area believed to be an old home site. Just to the west of this area at the northeast corner of Highway 395 and Rider Avenue, the land contains three long rectangular structures, trailers perhaps, several very small square sheds and several parked cars. The use of the area is unclear. Across Highway 395 at the northwest corner of Rider Avenue and Highway 395 is a large building with four large silos and smaller building. This appears to be a grain processing facility. Two spurs of the railroad enter this facility from the tracks to the east along the western edge of Highway 395. To the east-southeast approximately 800 feet east along the south side of Rider, a large building surrounded on all four sides by paved parking areas, has been constructed. In addition, at the southeast corner of Rider Avenue and Perris Boulevard, a trailer park has been graded into level pads and paved interior streets.

In an aerial photograph taken April 10, 1980, the site has been sectioned into two distinct areas. The southwest quarter appears to be very recently plowed while the remaining three-quarters does not. In addition, numerous very small objects, bee hives perhaps, are scattered across the northern portion of the site. To the west of the site, across Webster Avenue, the old home site has been cleared of the majority of the trees and a large residence with a circular driveway along Rider Street has been built. Several small outbuildings are also present. The property just west of this appears to have been made a part of this new residence. Across Rider Avenue in this area, another residence has been built. The remaining surrounding areas remain essentially as described in the previous photographs.

In an aerial photograph taken February 4, 1984, the site appears as one single parcel again and the previously noted beehives are gone. Power poles are visible along the north side of Rider Avenue which bends slightly southward along the far eastern portion of the site. The basin to the north of the site is dry. The residence and other structures to the west across Webster Avenue appear to contain an abundance of debris associated with the long rectangular buildings/trailers. To the north of the site, Highway 395/Interstate 215 and Ramona Expressway are being improved with a bridge and off ramps. Two smaller buildings have been built, one to the west and one to the east of the previously noted large building with the parking lot to the east along the south side of Rider Avenue. The remaining surrounding areas remain essentially as described in previous photographs.

In an aerial photograph taken January 21, 1990, the site areas remain essentially as described in the previous photographs. The parcels to the north are somewhat overgrown. Across Rider Avenue to the southeast at the southeast corner of Rider Avenue and Indian Avenue, several other commercial buildings have been built. The previous are still visible with some trailers around them. Several other commercial buildings have been constructed in the surrounding region.

In an aerial photograph taken January 30, 1995, the site has been divided into an east and west half by digging a small unlined channel, perhaps for irrigation. Both halves appear to be recently plowed however, a rectangular basin with water is located in the southeast corner. To the south of this, across Rider Avenue, three structures have been built with paved access driveways. This appears to be a retail/office center. The majority of the previously noted debris and the rectangular structures on the property to the west across Webster Avenue are now gone. South

of the grain facility west of the highway, a large facility has been built. This facility contains one very large, square building, a smaller, triangular shaped building, with the remaining portions of the property containing what appears to be storage containers.

In an aerial photograph taken March 11, 2000, the site remains essentially as described in the previous photographs. The basin to the north is now faintly visible. Two circular tanks are visible on the circular driveway to the west across Webster Avenue. In addition, a small parking lot has been built between the residence and Webster Avenue, to the west, with access from Rider Avenue to the south. Just north of this, three rectangular trailers are visible. Across Rider Avenue to the south, a large building with a small paved parking lot has been built. The remaining area to the east of this is flat and contains numerous different types of heavy equipment such as dozers, front end loaders, etcetera. It appears this development of this property has resulted in the construction of an earthen berm along the north and east sides.

Related Regulations

The treatment of cultural resources is governed by federal, state, and local laws and guidelines. There are specific criteria for determining whether prehistoric and historic sites or objects are significant and/or protected by law. Federal and state significance criteria generally focus on the resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant by state criteria. The laws and regulations seek to mitigate impacts on significant prehistoric or historic resources. The federal and state laws and guidelines for protecting historic resources are summarized below.

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Properties listed in the NRHP, or "determined eligible" for listing, must meet certain criteria for historical significance and possess integrity of form, location, and setting. Significance is determined by four aspects of American history or prehistory recognized by the NRHP Criteria:

- A. associated with events that have made a significant contribution to the broad patterns of our history;
- B. associated with the lives of persons significant in our past;
- C. embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; represent a significant and distinguishable entity whose components may lack individual distinction; and/or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties meet at least one of the criteria and exhibit integrity. The integrity of the subject property is measured by the degree to which the resource retains its historical properties and conveys its historical character. Integrity also depends on the degree to which the original fabric has been retained, and the reversibility of changes to the property.

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the CEQA guidelines. These criteria are nearly identical to those listed above for the NRHP. The California Register of Historic Resources (CRHR) is maintained by the State Historic Preservation Office (SHPO). Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code (PRC) or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant.

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the CRHR criteria:

- A. associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- B. associated with the lives of persons important in our past;
- C. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- D. has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource.

The California Health and Safety Code §7050.5 states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. This regulation is applicable to any project where ground disturbance would occur.

California Senate Bill 297 (1982) addresses the disposition of Native American burials in archeological sites and protects such remains from disturbance, vandalism, or inadvertent

destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

City of Perris General Plan Policies

Conservation Element

Goal IV Protection of historical, archaeological, and paleontological sites.

Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.

Measure IV.A.1 For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.

Measure IV.A.2 For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center (EIC), at the University of California, Riverside.

Measure IV.A.3 Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.

Measure IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, paleontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, paleontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.

Measure IV.A.5 Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive Citywide inventory of cultural resources including both prehistoric sites and man-made resources.

Measure IV.A.6 Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.

Design Considerations

No specific design measures will be implemented that would avoid or reduce significant impacts related to cultural resources.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to cultural resources may be considered potentially significant if the project would:

- cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines;
- cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 of the CEQA Guidelines;
- directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- disturb any human remains, including those interred outside formal cemeteries.

Environmental Impacts Before Mitigation

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

Historic background research for the project area was conducted by CRM TECH on the basis of published literature in local and regional history and historic maps. Record search results show that no cultural resources had been recorded on the property. Outside the project boundaries but within a one-mile radius, records show more than 20 previous studies covering various tracts of land and linear features. These and other similar studies resulted in the identification of ten (10) historical/archaeological sites.

All of the recorded sites in the surrounding area dated to the historic period, and no prehistoric, (Native American) sites were previously identified. The 10 recorded sites included four single-family residences constructed between 1889 and 1926 (Site No.'s 33-007628, 33-007640, 33-007641 and 33-33-007676), a former barracks building relocated from WWII-era Camp Haan (Site No. 33-007648), the Colorado River Adequate (Site No. 33-011265), and the former sites of the Perris Indian School (1892-1904) (Site No. 33-014109), the Val Verde School (1911-1960) (Site No. 33-007674), a pre-1939 residence (Site No. 33-008703), and a railroad dining car that was converted into a restaurant (Site No. 33-007623).

None of these previously recorded sites were located within or adjacent to the project area. The nearest one, the Colorado River Aqueduct, traverses just to the north of the project area in an underground tunnel. The alignment of the Aqueduct is not adjacent to the site, however, the

property itself, is adjacent to the site. Provided for by legislative act in 1927 and completed in 1939, the Colorado River Aqueduct was built by the Metropolitan Water District of Southern California. At 242-miles-long, it was the world's longest and largest water supply line at the time, and consisted of concrete-lined canals, conduits, siphons, and long tunnels, such as the Val Verde Tunnel near the project area. The aqueduct as a whole has been determined to be eligible for listing in the National Register of Historic Places.

Historical research suggests that the project area is relatively moderate in sensitivity for cultural resources from the historic period. As discussed above, three large land grants were made in the Perris and San Jacinto Valleys during the 1840s. The nearest among them, Rancho San Jacinto Nuevo y Potrero, extended to within a half-mile northeast of the project location. The project area itself was not included in any of these land grants, and thus remained unclaimed at the time of the U.S. annexation in 1848.

During the 1850s-1860s, an “emigrant trail” was noted running north-south across the western portion of the project site. Traces of the “emigrant trail” disappeared in the 1890s. This road eventually evolved into U.S. Highway 395 and, today, Interstate 215.

As late as 1951, the entire project area apparently remained vacant and undeveloped, except perhaps as agricultural fields. Recent discing of the site, a former sod farm, as well as the leased portion (2.60 acres) of the MWD parcel to the north indicates that the site is still considered agriculture.

During the field survey, no archaeological feature or artifact deposits, either prehistoric or historic in origin, were found within or adjacent to the project boundaries. The entire project area has been extensively disturbed in the past by the agricultural activities, including heavy equipment maneuvers, and no traces of native landscape remain on the property. Scattered refuse items were noted along the western project boundary, such as pieces of concrete, lumber, broken glass, and clumps of dried sod. None of these appears to be historical in origin.

A small concrete structure, occupying an approximately 8x8-foot area, was found in the southwest portion of the property. Utilitarian in design and function, this structure does not demonstrate any particular architectural or aesthetic merit, and there is no physical evidence suggesting that would relate it to the historic period. Although its exact age is unknown, the structure demonstrates no potential for historical significance under CEQA provisions. Therefore, it was not recorded as a potential historical resource.

No potential “historic resources” were previously recorded within the project area, and none were found during the present study. The only historical feature known to have been present within the project area, a wagon road noted in the 1850's-1860s, was abandoned at least by the 1990s and left no traces to be found today. Therefore the proposed project will not cause substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines and impacts to historical resources are considered **less than significant**.

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

The proposed project site is located in an area designated as “Low Density Site Probability” for archaeological resources in the City of Perris General Plan Conservation Element (Exhibit CN-6: Cultural Resource Sensitivity). This designation means that there is no more than one recorded cultural site per quarter mile. However, historical research suggests the project area may be considered moderate in sensitivity for cultural resources from the historic period as ten resources have been recorded within one mile of the site.

On March 2, 2006, archaeologist Nina Gallardo conducted a historical/archaeological resources records search at the EIC. During the records search, Ms. Gallardo examined maps and records on file at the EIC for previously identified cultural resources in or near the project area, and existing cultural resources reports pertaining to the vicinity. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Recourse Information System.

Based on the results of the record search, 10 historical/archaeological sites were records near the project site. All of the recorded sites in the surrounding area dated to the historic period, and no prehistoric sites were previously identified. Additionally, none of the recorded sites were located within or adjacent to the project site.

On March 10, 2006, CRM TECH archaeologists John J. Eddy and Thomas J Melzer conducted a field survey of the project area. In the western half of the project area, where ground visibility was excellent, an intensive-level survey was carried. The eastern half of the project area was surveyed at a reconnaissance level from the parameter due to the presence of the sod farm and the resulting poor ground visibility. The entire project site area was surveyed systematically, as much as possible with the limitation of ground visibility, for any evidence of human activities dating to the prehistoric or historic periods.

The field survey produced negative results for potential cultural resources. The entire project area has been extensively disturbed in the past by agricultural activities, including heavy equipment maneuvers, and no traces of native landscape remain on the property today. Nevertheless, there still may be the potential to inadvertently uncover unknown buried archaeological resources. During project-related excavations, mitigation measure **MM Cultural 1**, listed below, will ensure the project’s potential to cause substantial adverse change in the significance of an archaeological resource as defined in section 15064.5 of the CEQA guidelines are mitigated to a less than significant level.

Threshold: *The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

A records search was conducted by the Regional Paleontological Locality Inventory of the San Bernardino County Museum in Redlands and the Natural History Museum of Los Angeles

County in Los Angeles. Both of these institutions maintain regional paleontological site records, as well as supporting maps and documents. The paleontology records searches indicated that no fossil localities have been found within the project area or within a one-mile radius of the project site. However, the searches indicated that older alluvium that has been known to contain Pleistocene fossils may be present at depth in the project area. The shallow Recent (Holocene) alluvium is given a low potential for significant nonrenewable paleontological remains, but should the older Pleistocene sediments be encountered, they are given a high potential for containing such remains.

In addition to the records searches, a literature search was conducted using materials in the CRM TECH library, including unpublished reports produced during surveys of other properties in the area. The onsite geology had been mapped and was defined as “Recent alluvial-fan, flood-plain, swamp, lake, and sand dune deposits” and “quaternary lake deposits and recent alluvium”. This is the same material that was mapped as the surface material in the Domenigoni Valley, the site of important recent vertebrate paleontological finds. However, most of those fossil remains were recovered from depths greater than ten feet below the present surface. These fossils were found because of the deep excavation required for a large reservoir project, which is much deeper than normally required for ordinary development projects.

On March 10, 2006, CRM TECH paleontological surveyors John J. Eddy and Thomas J. Melzer conducted a field survey of the project area. The entire project site was surveyed systematically, to determine geological formations and soil types, and for any indications of paleontological remains. Recent alluvium was noted on the surface of the property, with a large amount of decaying sod mixed into the soils. No paleontological remains were discovered during the survey.

Based on the results of the research procedures completed for the study area, the surface soils in the project area are all Recent (Holocene) alluvium. These soils have a low potential for containing important nonrenewable fossil remains. However, these younger alluvial sediments are known to rest directly atop older Pleistocene sediments in many areas, but usually at depths greater than ten feet; although some can be found as shallow as three feet near the base of the hills. According to the available information, the older sediments should be deeper than ten feet below the present surface, but could occur as shallow as five feet. Based on these results, it is recommended that full-time monitoring be required during the project if ground disturbance is to exceed five feet in depth, in order to determine if any older (Pleistocene) alluvium is impacted. Should any older alluvium be encountered, continuous monitoring will become necessary, along with a program to mitigate impacts to the paleontological resources that might be unearthed. In the event that construction/development activities uncover paleontological resources, the below-listed mitigation measure **MM Cultural 2** will reduce the project’s potential to directly or indirectly destroy a unique paleontological resource or site to a less than significant level.

Threshold: *The project would disturb any human remains, including those interred outside of formal cemeteries.*

The majority of the property has been disturbed by previous agricultural activities. There are no known formal cemeteries or informal family burial plots located on the project site. Therefore,

the project is not expected to disturb any human remains. Provisions of state law (CA Health & Safety Code Section 7050.5 and CA RPC Section 5097.98) outline the appropriate steps to be taken upon the discovery of human remains. If human remains are unearthed, construction is to stop immediately and the Riverside County Coroner's office is required to be notified immediately. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would then resolve any disputes regarding the disposition of such remains. If the remains are Native American, the most likely descendant should be noted, as well as the potential for remains to be other than Native American. These regulatory requirements are applicable to the construction of the proposed project, and have been incorporated into mitigation measure **MM Cultural 3**. The impacts associated with the potential discovering of human remains during construction activities are considered to be **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4. Mitigation measures were evaluated for their ability to eliminate to reduce the potential significant adverse impact upon cultural resources or to reduce impacts.

To further reduce impacts associated with archeological resources, the following mitigation measures shall be implemented:

MM Cultural 1: Prior to grading of the project site, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services at the project site. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City. During grading activities, the archaeologist shall monitor earthmoving activities at the project site consistent with Public Resources Code Section 21083.2(b), (c), and (d). The archaeologist shall be equipped to record and salvage cultural resources that may be unearthed during grading activities. The archaeologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. If the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer shall be added to the monitoring program and accompany the archaeologist for the duration of the grading phase. Any Native American resources shall be evaluated in accordance with the CEQA Guidelines and either reburied at the project site or curated at an accredited facility approved by the City of Perris. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued.

To further reduce impacts associated with paleontological resources, the following mitigation measure shall be implemented.

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

1. The excavation of areas identified as likely to contain paleontological resources shall be monitored full-time by a qualified paleontological monitor. Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.
2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved.
3. Specimens shall be identified and curated and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.
4. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontologic resources.

MM Cultural 3: If human remains are uncovered at any time, all activities in the area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, such as the Luiseno, Serrano or Cahuilla band of Indians, the Coroner shall proceed as directed in Section 15064.5(e) of the CEQA Guidelines.

Summary of Environmental Effects After Mitigation Measures Are Implemented

No unique geologic feature is known to exist on the project site and no fossils have been documented on the project site. However, as described above, the project site is underlain by deposits that are considered to have a high sensitivity for paleontological resources. Paleontological specimens taken from rock similar to that of the project area have, in the past, contributed to scientific understanding of the distant past and, therefore, could be considered unique resources. Consequently, ground-disturbing activities resulting from construction of the proposed project could damage or destroy previously undocumented unique fossils. However, mitigation measure (**MM Cultural 2**) requires monitoring of mass grading and outline specific measures that will be taken if any artifacts are unearthed during construction activities.

Implementation of this mitigation measure will reduce potentially significant impacts on paleontological resources to a less than significant level by ensuring that important scientific information that could be provided by these resources regarding prehistory is not lost.

4.6 GEOLOGY/SOILS

Potential impacts related to fault zones, ground-shaking risks, landslides, seiches, mudflows, volcanic hazards, slope instability, soil erosion, sediment deposition and wind erosion were all found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts from seismic-related ground failure, including liquefaction.

In addition to other reference documents, the following references were used in the preparation of this section of the EIR:

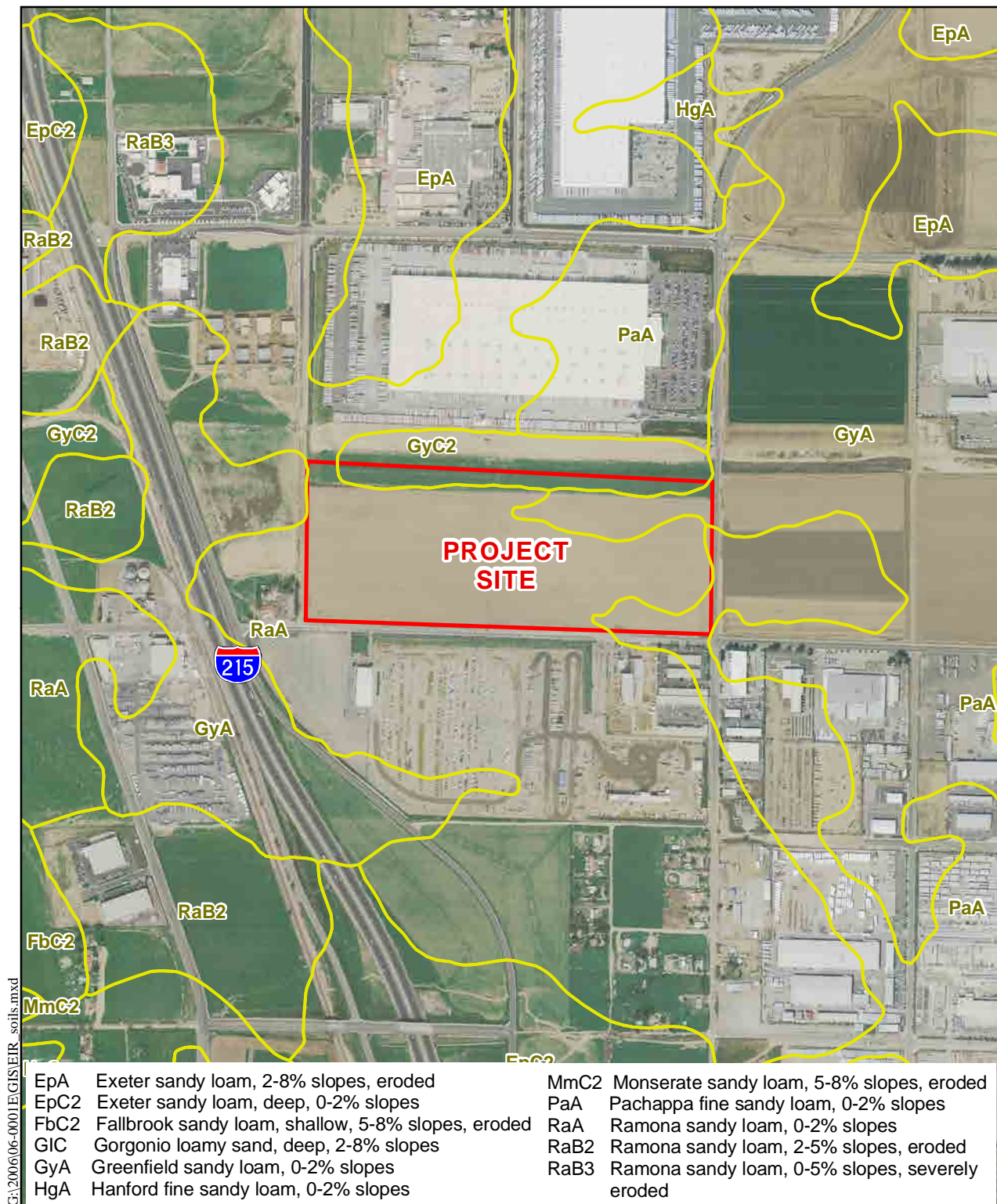
- City of Perris, *City of Perris General Plan 2030, Safety Element*, October 25, 2005. (Available at the City of Perris.)
- Eastern Municipal Water District, *West San Jacinto Groundwater Basin Management Plan 2007 Annual Report*, April 2006. (Available at www.emwd.org/news/pubs_sj-subbasin.html)
- LOR Geotechnical Group, Inc., *Preliminary Geotechnical Investigation, Project No. 11675.1*, January 14, 2003. (Appendix F)
- U. S. Department of Agriculture. Soil Conservation Service, *Soil Survey, Western Riverside Area, California*, November 1971. (Available at www.soils.usda.gov/survey/online_surveys/california/, accessed on January 28, 2009.)

Setting

Site Geology and Soils

The project site is located within the Perris Block within the Peninsular Ranges geomorphic province of southern California. Fault zones in this range are characterized by a northwest-southeast trending which separate elongated structural blocks. The nearest known active fault zones are the San Jacinto fault zone located approximately 8 miles to the northeast, the Elsinore fault zone located approximately 13 miles to the southwest, and the San Andreas fault zone located approximately 20 miles to the northeast.

The project site is underlain predominately by younger alluvium. The alluvium consisted primarily of silty sand and well graded sand with some sandy silt and poorly graded sand. According to the 1971 Soil Survey for Western Riverside County, there are three soils types within the project site (**Figure 4.6-1, Soils Map**). The soil types are: Pachappa fine sandy loam, Ramona Sandy loam and Greenfield sandy loam. These are a part of the Hanford-Tujunga-Greenfield association, which very deep and well drained to excessively drained.



Source: NRCS SSURGO 2.2, 2008
Digital Globe, March 2008

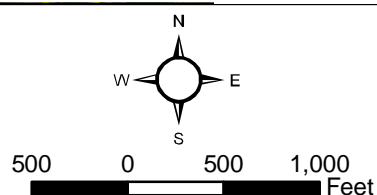


Figure 4.6-1
Soils Map

The Perris Block is underlain with rocks of the Peninsular Ranges batholiths. This contains a very large mass of crystalline igneous rocks of Cretaceous age and pre-batholithic metasedimentary and metavolcanic rocks of older ages.

Seismic Hazards

People and structures in the project area are subject to risks from hazards associated with earthquakes. Seismic activities pose two types of hazards: primary and secondary. Primary hazards include ground rupture, ground shaking, ground displacement, and subsidence. Secondary hazards include ground failure, liquefaction, water waves, movement on nearby faults, dam failure, and fires. Potential seismic hazards affecting the project site include ground liquefaction and subsidence.

The major geologic hazard associated with ground shaking is liquefaction and ground failure. Liquefaction occurs when ground shaking causes water saturated soils to become fluid and lose strength. Liquefaction occurs when three general conditions exist: 1) shallow groundwater (50 feet or less below ground level), 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. Liquefaction hazards are particularly significant along watercourses.

Related Regulations

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials. It forms the basis of about half the State building codes in the United States, including California's, and has been adopted by the State legislature together with Additions, Amendments, and Repeals to address the specific building conditions and structural requirements in California.

California Building Code

California Code of Regulations (CCR), Title 24, Part 2, the California Building Code (CBC), provides minimum standards for building design in the State, consistent with or more stringent than UBC requirements. Local codes are permitted to be more restrictive than Title 24, but are required to be no less restrictive. Chapter 16 of the CBC deals with General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and A33 deal with site demolition, excavation, foundations, retaining walls, and grading, including requirements for seismically-resistant design, foundation investigation, stable cut and fill slopes, and drainage and erosion control. The project will comply with current State requirements regarding seismic design.

Seismic Hazards Mapping Act

California Geological Survey (CGS) provides guidance with regard to seismic hazards. Under CGS *Seismic Hazards Mapping Act*, seismic hazard zones are identified and mapped to assist

local governments in land use planning. The intent of this Act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

City of Perris Ordinance No. 1230

The City of Perris Development Services Department provides technical expertise in reviewing and enforcing the Building, Mechanical, Plumbing, Electrical and Fire Codes established in City of Perris Ordinance No. 1230. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety, and welfare of the public.

City of Perris General Plan

The following are applicable policies from the City of Perris General Plan related to damage due to seismic incidents:

I.E.1: Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.

I.E.2: Require implementation of mitigation measures identified in such investigations mentioned above, prior to the issuance of grading and building permits.

I.E.3: Require engineered slopes to be designed to resist seismically induced failure, in accordance with state-of-the art engineering parameters and analytical methods.

I.E.4: Require cut and fill transition lots to be over-excavated, and require complete maximum variation of fill depths beneath structures, to mitigate the potential of seismically induced differential settlement.

I.E.5: Adopt and enforce the most current version of the California Building Code (CBC).

I.E.6: Reconstruction of structures intended for human occupancy that have been damaged or destroyed by failed slopes will be prohibited, unless a geological report prepared by a State licensed geologist shows that remedial measures will improve the unstable slope conditions sufficiently to make the site suitable for redevelopment.

I.E.7: Geotechnical studies will be required for all projects to determine the potential for damage from expansive soils, and to define appropriate mitigation measures to address the damage potential that is identified.

I.E.8: The City will modify the Liquefaction Susceptibility Map as new data is obtained. Modifications to the map shall be conducted by or under the direction of a professional geologist.

Design Considerations

Prior to grading, over-excavation and recompaction of the on-site soil, all existing structures and plant material shall be removed from the site. Precise grading requirements and quantities will be determined at the grading permit stage and shall comply with any requirements set forth by the City.

In order to reduce the potential for adverse differential settlement, the underlying subgrade soil shall be prepared in such a manner that a uniform response to the applied loads is achieved. The over-excavation, recompaction, fill placement, and compaction recommendations will be determined at the time of site plan project grading.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to geology and soils may be considered potentially significant if the proposed project would:

- expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure, including liquefaction.

Environmental Impacts Before Mitigation

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

According to the Safety Element of the City of Perris General Plan and the General Plan Environmental Impact Report the subject site is located within an area of moderately high potential of ground shaking. However, as indicated in the LOR Geotechnical Investigation, no active or potentially active faults are known to exist at the subject site. In addition, the subject site does not lie within a current State of California Fault Zone. The closest known active fault is the Casa Loma segment of the San Jacinto fault zone, located approximately 8 miles to the northeast. The site is located in southern California and, therefore, it is subject to strong seismic ground shaking by a nearby or distant strong earthquake. However, all structures proposed shall be designed and constructed to meet the recommendations made by the City of Perris inspectors and the current California Building Code (CBC) standards.

Liquefaction is a phenomenon in which loose, water saturated, granular soils temporarily behave similarly to a fluid when subjected to high intensity ground shaking. As stated above, liquefaction occurs when three general conditions exist: 1) shallow groundwater, 2) low-density silty or fine sandy soils, and 3) high intensity ground motion. According to the Safety Element of the City of Perris General Plan, the project site is located in an area with a moderate potential for liquefaction.

As indicated by the West San Jacinto Groundwater Basin Plan 2005 Annual Report, groundwater level data for the Perris North subbasin ranges from 1 to 228 feet below ground level. The Geotechnical Investigation prepared by LOR Geotechnical Group, determined that according to the Western Municipal Water District Cooperative Well Measured Program, groundwater was measured in December 2001 in the nearest known groundwater wells, approximately .6 miles to the south-southeast from the project site. Groundwater at these well sites lies at a depth of approximately 117 feet below surface. Groundwater is anticipated to lie approximately 140 feet beneath the ground surface at the subject site and is anticipated to flow to the south-southeast, following the regional topography. LOR Geotechnical Group also reported that no groundwater was encountered within any of their subsurface excavations at the project site to a maximum depth of approximately 51.5 feet below the existing ground.

Since groundwater was not encountered at a maximum depth of 51.5 feet below the existing ground and the site is underlain by relatively dense conditions. LOR Geotechnical Group found that there is no possibility of liquefaction at the project site.

Therefore, the project will not expose people or structures to potential adverse effects related to strong seismic ground shaking and seismic-related ground failure, including liquefaction. **Impacts are considered to be less than significant without any mitigation.**

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). The project was found to have less than significant impacts related to geology and soils. Therefore, no further mitigation is required.

Summary of Environmental Effects After Mitigation Measures Are Implemented

With implementation of the project, impacts related to liquefaction are considered to be less than significant without any mitigation.

4.7 HAZARDS & HAZARDOUS MATERIALS

Potential impacts related to creating hazards to the public through routine transport, use or disposal of hazardous materials, through accidental release of hazardous materials into the environment, the interference with emergency response plans, and handling or emitting hazardous materials within one-quarter mile near an existing or proposed school were all found to be less than significant or no impact in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts related to whether the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and as a result would create a significant hazard to the public or the environment.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at <http://www.cityofperris.org/city-hall/general-plan.html>, accessed on December 9, 2008.)
- LOR Geotechnical Group Inc., *Phase I Environmental Site Assessment*, December 23, 2002. (Appendix G)
- LOR Geotechnical Group Inc., *Phase II Environmental Site Assessment*, March 31, 2009. (Appendix G)

Setting

The east side of the project site was previously used as a sod farm. The western half of the project site was utilized for crops which have since been harvested. A 12.5-foot wide by 8-foot deep by 12.5-foot tall concrete structure is located within the southwest portion of the site. Areas of trash and debris were located within the southwest, northwest, and central portions of the site. No significant soil staining or unusual odors were noted on the site or around the trash and debris. Additionally, there are no listed hazardous waste sites within a one-mile radius of the project site.

Historical photos show evidence of a possible homestead from 1949 to 1974, a new residence with outbuildings in 1980, a channel dividing the project site in 1995, and additional buildings in 2000. No evidence of releases of hazardous materials was present or observed onsite or on adjacent properties during a site visit, performed by LOR Geotechnical Group Inc. in December 2002.

Review of regulatory database information did not identify any known or suspected contamination sites (landfills, underground storage tanks, hazardous waste generators, etc.) in the area surrounding the property that would negatively impact the project site.

Related Regulations

A number of federal, state, and local laws have been enacted to regulate the management of hazardous materials. Implementation of these laws and management of hazardous materials are regulated independently of the CEQA process through programs administered by various agencies at the federal, state, and local levels. An overview of the key hazardous materials laws and regulations that apply to the proposed project are provided below.

Federal and state regulations govern the renovation and demolition of structures where materials containing lead and asbestos are present. These requirements include: Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos) and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD).

Federal

Several federal agencies regulate hazardous materials. These include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Department of Transportation (DOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). In particular, Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous materials transport. Some of the major federal laws and issue areas include the following statutes:

- Resource Conservation and Recovery Act (RCRA) – hazardous waste management
- Hazardous and Solid Waste Amendments Act (HSWA) – hazardous waste management
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) – cleanup of contamination
- Superfund Amendments and Reauthorization Act (SARA) – cleanup of contamination
- Emergency Planning and Community Right-to-Know (SARA Title III)-business inventories and emergency response planning

The EPA is the primary federal agency responsible for the implementation and enforcement of hazardous materials regulations. In most cases, enforcement of environmental laws and regulations established at the federal level is delegated to state and local environmental regulatory agencies.

State

Primary state agencies with jurisdiction over hazardous chemical materials management are the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (State OSHA implementation), Office of Emergency Services (OES-California Accidental Release Prevention implementation), Department of Fish and Game (DFG), Air Resources Board (ARB), Caltrans, State Office of Environmental Health Hazard Assessment (OEHHA-Proposition 65 implementation) and the California Integrated Waste Management Board (CIWMB). The enforcement agencies for hazardous materials transportation

regulations are the California Highway Patrol (CHP) and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulation.

Hazardous chemical and biohazardous materials management laws in California include the following statutes:

- *Hazardous Materials Management Act* – business plan reporting
- *Hazardous Waste Control Act* – hazardous waste management
- *Safe Drinking Water and Toxic Enforcement Act of 1986* (Prop 65) – releases of and exposure to carcinogenic chemicals
- *Hazardous Substances Act* – cleanup of contamination
- Hazardous Waste Management Planning and Facility Siting (*Tanner Act*)
- Hazardous Materials Storage and Emergency Response
- *California Medical Waste Management Act* – medical and biohazardous wastes

State regulations and agencies pertaining to hazardous materials management and worker safety which are applicable to the project are described below:

California Environmental Protection Agency

The California EPA (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Law.

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Investigation and Cleanup of Contaminated Sites

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and RWQCB are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level.

Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determine if a release of hazardous wastes/substances

exists at a site and delineates the general extent of contamination; estimates the potential threat to public health and/or the environment from the release, and provides an indicator of relative risk; determines if an expedited response action is required to reduce an existing or potential threat; and completes preliminary project scoping activities to determine data gaps and identifies possible remedial action strategies to form the basis for development of a site strategy.

Design Considerations

The proposed project does not contain specific design considerations related to potential risks due to hazards and hazardous materials.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to hazards and hazardous materials may be considered potentially significant if the proposed project would:

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

Environmental Impacts Before Mitigation

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

According to the Phase I Environmental Site Assessment (ESA) performed on the project site in January 2002, an Environmental Data Resources (EDR) report was reviewed in order to identify any known or suspected contamination sites or incidents of hazardous waste storage or disposal which might have resulted in soil or groundwater contamination within a one-mile radius of the property. Among the databases searched and included in the report were National Priority List (NPL) (federal, tribal, and state-equivalent), proposed and delisted NPL, CORRACTS (RCRA facilities subject to corrective actions), hazardous waste sites identified for investigation or remediation, Compensation and Liability Information System (CERCLIS), State CERCLIS, Voluntary Cleanup Priority List (VCP), Brownfields Calsites, Leaking Underground Storage Tank incident reports (LUST), sites with engineering controls, former CERCLIS (NFRAP), Resource Conservation and Recovery Act (RCRA) and state hazardous waste generators, Solid Waste Landfill Facilities (SWLF), Underground Storage Tanks (USTs), Toxic Pits, Hazardous waste manifests (HAZNET), Facility Index System (FINDS), Small Quantity Generators (SQGs), Large Quantity Generators (LQGs), USTs, Historical UST Registered Database (HIST UST), RCRA violations, and Toxic Chemical Release Inventory (TRIS).

Sites listed on databases such as HAZNET, FINDS, SQGs, LQGs, USTs, HIST USTs, RCRA violations, and TRIS facilities are listed because they use or store hazardous materials but do not

show evidence of any accidental spills or releases of hazardous materials unless they appeared on an agency list of contaminated sites. Therefore, sites on these lists do not pose a significant hazard to the public or environment.

Within unincorporated Riverside County, the Riverside County Department of Environmental Health (RCDEH) generally acts as the lead enforcement agency for hazardous materials and underground storage tank compliance. If a tank has leaked and groundwater contamination is suspected, the Santa Ana Regional Water Quality Control Board (SARWQCB) generally becomes the lead agency in supervising contamination characterization and cleanup.

Files identify one Cortese site within one mile of the project site, an egg production facility, and a CHMIRS (California Hazardous Material Incident Reporting System) site within one mile of the site. According to LOR Geotechnical Group Inc., no sites identified in the EDR report have or may adversely impact the site.

A Phase II Environmental Site Assessment (ESA) was conducted during March 2009 in order to assess the potential environmental concern of past pesticide usage at the site. Discrete shallow soil samples were collected at the depth interval of 0 to 0.5 feet below-ground-surface (bgs) at seventeen locations across the site. All but one of the sample locations were randomly chosen across the site. The one non-random sample was obtained by the door of the small concrete structure located in the southwest corner of the site. The seventeen shallow soil samples were analyzed for organochlorine pesticides (OCPs) and arsenic. Concentrations of DDT were reported in four samples up to 0.0037 mg/kg, and concentrations of DDE were reported in 13 samples up to 0.013 mg/kg. Arsenic was reported in all seventeen samples below the reporting limit of 1.0 mg/kg. Based on the trace amounts of OCPs detected in 13 of the 17 samples, a second round of sampling was conducted which obtained deeper soil samples at a depth of 2.0-2.5 feet bgs at seven of the 13 locations where trace concentrations of OCPs were reported. The laboratory analytical results for these deeper samples were all non-detect for OCPs at six of the seven locations. One sample had a trace concentration of DDE reported at 0.0028 mg/kg (see Phase II ESA in Appendix G of this EIR for details).

All of the soil samples analyzed for OCPs and arsenic had concentrations well below the California Human Health Screening Levels (CHHSLs) for residential or commercial/industrial land use of 1.6 mg/kg and 6.3 mg/kg, respectively. According to LOR, the concentrations of arsenic in the shallow soil samples are consistent with expected background concentrations (0.6 to 11.0 mg/kg) in California. The California EPA generally does not require cleanup of soil to less than background levels and recognizes that natural background concentrations of arsenic in California are often well above the health-based, direct-exposure goals in soil of 0.07 mg/kg for residential land use or 0.24 mg/kg for commercial/industrial land use.

Therefore, based on the analytical results from the soil samples collected and analyzed during the Phase II ESA, unrestricted use of the subject site with respect to OCPs and arsenic is warranted. No further investigation of the site for the presence of OCPs and arsenic is deemed necessary.

Based on the findings of the Phase I ESA and Phase II ESA, and the fact that database results from local, state, and federal records, show there were no additional sites of potential concern identified on or near the project site, the impacts are considered **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). However, impacts associated with the proposed project in relationship to hazards and hazardous materials are considered to be less than significant without mitigation. Therefore, no mitigation measures are required.

Summary of Environmental Effects After Mitigation Measures Are Implemented

Impacts related to the creation of a significant hazard to the public or the environment through the upset and accidental conditions involving the release of hazardous materials, including those from sites compiled pursuant to Government Code Section 65962.5 are considered less than significant.

4.8 HYDROLOGY/WATER QUALITY

Potential impacts related to placement of housing within a 100-year flood hazard area; placement of structures within a 100-year flood zone which would impede or redirect flood flows; exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and exposure of people or structures to inundation by seiche, tsunami, or mudflow were all found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A).

The focus of the following discussion is related to the potential impacts that would result in violating any water quality standard or waste discharge requirement; depleting groundwater supplies or interfering with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; creating or contributing runoff water which would exceed the capacity of existing storm water drainage systems, or provide substantial additional sources of polluted runoff; substantially degrading water quality; altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; and altering the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site.

In response to the NOP, comment letters were received from the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and the Metropolitan Water District of Southern California (MWD). The RCFC&WCD requested that the EIR identify any potential impact to Master Drainage Plan facilities and increased runoff or other drainage issues that may affect the Perris Valley Stormdrain Channel be addressed. MWD requested that the project evaluate and provide mitigation for any potential impacts to their facilities and rights-of-way. MWD also expressed concern that the project must not restrict any of their day-to-day operations and/or access to facilities. These comments and concerns are incorporated into this section of the EIR.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

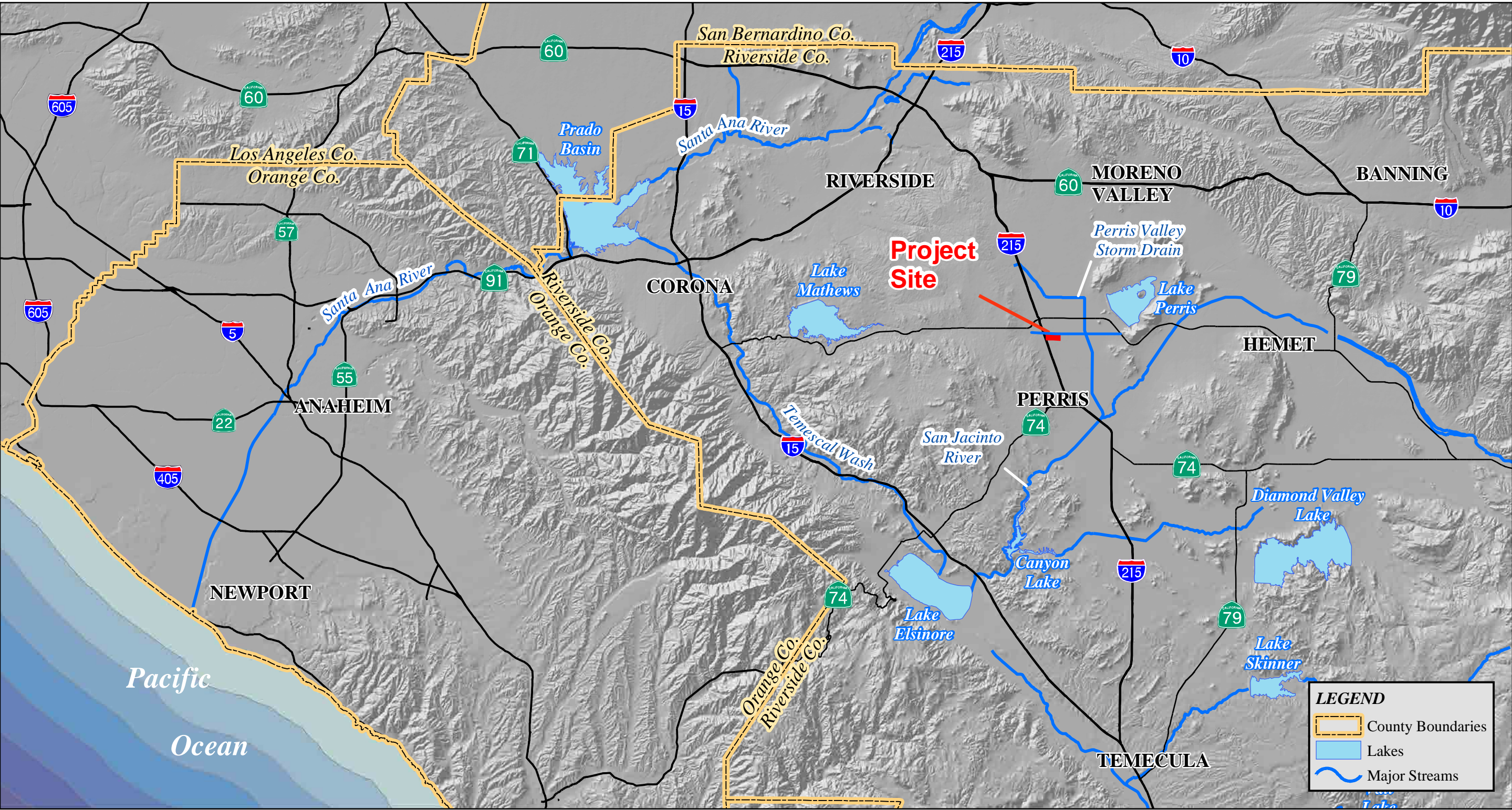
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- Eastern Municipal Water District, *West San Jacinto Groundwater Basin Management Plan, 2007 Annual Report*, June 2008. (Available on at www.emwd.org/news/publications.html, accessed January 19, 2009.)
- Eastern Municipal Water District, *Water Supply Assessment for the City of Perris Project (Development Plan Review Number 07-0119)*, June 4, 2008. (Appendix K)
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- Riverside County Flood Control and Water Conservation District, *Master Drainage Plan & Area Drainage Plan Reports*, July 1997 (revised June 1991). (Available at www.floodcontrol.co.riverside.ca.us/districtsite/default.asp, accessed on January 20, 2009.)
- Riverside County Flood Control and Water Conservation District, *Riverside County Water Quality Management Plan for Urban Runoff*, October 2006. (Available at www.floodcontrol.co.riverside.ca.us/downloads/NPDES/APP-O-RC-WQMP.pdf, accessed on January 20, 2009.)
- Riverside County Flood Control and Water Conservation District, *Supplement A to the Riverside County Drainage Area Management Plan): New Development Guidelines*, April 1996 (Available at www.floodcontrol.co.riverside.ca.us/districtsite/downloads/NPDES/Supplement_A.pdf, accessed on January 19, 2009.)

Setting

The project site is located on approximately 62 acres within the City of Perris in Riverside County, California. The project site consists of relatively flat, vacant farmland, ranging in elevation from 1,470 feet above sea level to 1,490 feet above sea level, sloping slightly toward the southeast. The project site has been heavily disturbed by activities associated with agriculture. As indicated in the Phase I Site Assessment (LOR Geotechnical Group, Inc.), the project site has been used for agricultural purposes as far back as 1949. Since then most of the project site has been used for sod farming. The sod farming operations no longer occur on the project site. The location of proposed project site and the site's proximity to surface waters in the region, are shown in **Figure 4.8-1, Santa Ana River Watershed**.



Sources: USGS 30m DEM; USGS
DLG Hydrography;

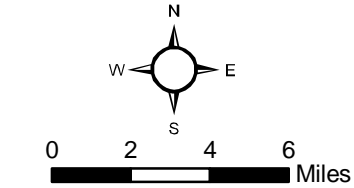


Figure 4.8-1
Santa Ana River Watershed

The project site is located within the San Jacinto River watershed, which is part of the larger Santa Ana River Watershed, and is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). **Figure 4.8-1**, shows the site location and its proximity to various surface water bodies. Storm water runoff from the project will enter the Lateral H-5 of the Perris Valley Area Drainage Plan (PVADP). The PVADP is tributary to Reach 3 of the San Jacinto River, which in turn is tributary Lake Elsinore. During times of especially heavy rainfalls or a series of wet winters in southern California, Lake Elsinore will overflow and spill down Temescal Creek toward the Santa Ana River.

The following discussion describes the proximity of the project to nearby water bodies, and provides background information on water quality issues related to surface and groundwater in the project area, in order to thoroughly evaluate the impacts of the project to local hydrology and water quality.

Surface Water Resources

The project site is located approximately 4 miles northwest of the San Jacinto River (**Figure 4.8-1, Santa Ana River Watershed**). The San Jacinto River is the main drainage feature in the San Jacinto watershed; it drains southwesterly from its headwaters at Lake Hemet toward Canyon Lake. The San Jacinto watershed is part of the larger Santa Ana River watershed.

Surface water quality may be impacted by both point source and non-point source (NPS) discharges of pollutants. Point source discharges are regulated through NPDES permitting. Non-point source pollution is now considered to be the leading cause of water quality impairments in the state, as well as the entire nation. Non-point source pollution is not as readily quantifiable as pollution that is derived from point sources, since it occurs through numerous diffuse sources. Rain water, snowmelt, or irrigation water can pick up and transport pollutants as it moves across land or paved surfaces, and these pollutants may ultimately be discharged into streams, lakes, oceans, and groundwater. Urban areas and agriculture are both considered to substantially contribute to non-point source pollution in surface waters. As rainfall or irrigation waters intercept pollutants in the landscape, these pollutants may be transported in contaminated runoff and enter streams, lakes, and oceans.

Potential pollutants from an industrial facility include; trash & debris and oil & grease, sediment/turbidity, nutrients, oxygen-demanding substances, pesticides (if landscaping or open area exists on the project site), organic compounds (specifically solvents), and metals. Since the proposed parking area is greater than 5,000 square feet, potential pollutants of concern include sediment/turbidity, nutrients, oxygen demanding substances, bacteria and viruses, pesticides, organic compounds (specifically petroleum hydrocarbons), trash, debris, oil and grease, and metals.

The Pollutants of Concern (POCs) for this project include bacteria and viruses (pathogens), organic compounds (PCBs), low dissolved oxygen, and nutrients. Since the receiving water bodies are impaired for pathogens and Poly-Chlorinated Biphenyls (organic compounds), treatment control best management practices (BMPs) with a medium or high effectiveness for

treating these pollutants as well as other pollutants generated at the site will be incorporated into the project design.

Groundwater Resources

The project is located within the service area of the Eastern Municipal Water District (EMWD), and the northern portion of EMWD's service area covers the San Jacinto River Watershed. The San Jacinto Watershed covers an area of approximately 728 square miles, measured above a point just downstream from Railroad Canyon Dam. The project site is located within the bounds of the West San Jacinto Groundwater Basin, specifically the North Perris subbasin. The West San Jacinto Groundwater Basin lies within alluvium-filled valleys carved into the elevated bedrock plateau of the Perris Block. The San Jacinto and Casa Loma fault zones are the major geologic features that bound and/or crosscut many of the groundwater basins in this region, and typically are effective barriers to groundwater flow.

Eight groundwater management zones have been delineated within the San Jacinto Groundwater Basin, the project site is within the Perris North Management Zone (PNMZ). The PNMZ is located north of the San Jacinto River, and is bound by the impermeable, crystalline bedrock outcrops that compose the surrounding mountains and hills, which provide effective hard rock barriers to groundwater flow. The PNMZ is managed by EMWD under the West San Jacinto Groundwater Management Plan, which provides for establishment of an advisory committee; prioritizes the sub-basins (including the PNMZ); and evaluation of groundwater resources including establishing groundwater quality, level, and extraction monitoring.

Storm Drain Facilities

The site is encompassed by the RCFC&WCD Area Drainage Plan (ADP) and Master Drainage Plan (MDP) for the Perris Valley region. According to the ADP, the project site is tributary to upstream terminus point of Lateral H-5, at the intersection of Rider Avenue and Indian Avenue. Lateral H-5 is not currently in place, as shown on the ADP.

The ADP also indicates a substantial amount of off-site area west of the Interstate 215 (I-215) reaching an existing 10 foot wide by 8 foot high reinforced concrete box (RCB) culvert taking the flows under the freeway and discharging to the east side. Per the ADP, 720 cubic feet (ft³) per sec reaches the RCB flows which are to be intercepted by Lateral H-12 which connects to Line H on Placentia Avenue. Lateral H-12 is not currently in place, and will not be constructed by the project. Therefore the existing off-site flows would continue east from the RCB under I-215 to Webster Avenue. A bulkhead with two 42" diameter openings is in place at the downstream terminus of the 10 foot wide by 8 foot high RCB thereby restricting the flows able to come out of the RCB.

Field inspection also discovered an earthen channel along the southern boundary north of Rider Street extending to the southeast corner of the property. Three 12" corrugated plastic pipes take the flows underneath Indian Avenue to continue the flows east along the north side of Rider Street. Silt, debris, and brush have built up in the channel as well as in the pipes. The pipes and channel would not have the capacity to mitigate major storm events, as a result, the runoff sheet flows along Rider Street and adjacent properties.

Related Regulations

Federal

Clean Water Act

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the waters in the United States. The CWA also directs states to establish water quality standards for all waters of the United States and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The EPA has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs), including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program is a set of permits designed to implement the CWA that apply to various activities that generate pollutants with potential to impact water quality.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. Section 304(a) requires EPA to publish water quality criteria that accurately reflect the later scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water Quality standards are typically numeric, although narrative criteria based upon bio-monitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which EPA has published water quality criteria and which reasonably could be expected to interfere with designated uses of a water body.

NPDES Permit Program – Phase I

In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction storm water discharges. The application requirements for municipalities were directed at municipalities which own and operate separate storm drain systems serving populations of 100,000 or more, or which contribute significant pollutants to waters of the United States, and required agencies to obtain coverage under municipal storm water NPDES permits.

Municipalities were required to develop and implement an urban runoff management program to address activities to reduce pollutants in urban runoff and storm water discharges that were contributing a substantial pollutant load to their systems. Rather than establishing numeric effluent limits, the EPA established narrative effluent limits for urban runoff, including the requirements to implement appropriate BMPs.

The Phase I regulations were also directed at certain facilities that discharged storm water associated with industrial activity, and construction activities that disturbed five or more acres.

NPDES Permit Program – Phase II

The Phase II Final Rule, published in the Federal Register on December 8, 1999, requires NPDES permits coverage for storm water discharges from:

- Certain regulated small municipal separate storm sewer systems (MS4s); and
- Construction activity disturbing between one and five acres of land (i.e., small construction activities).

In addition to expanding the NPDES Program, the Phase II Final Rule included minor revisions for certain industrial facilities. As with Phase I, the Phase II Program requires the development and Implementation of storm water management plans to reduce pollutant discharges.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and ground waters) and directs the RWQCB to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The Water Quality Control Plan for the Santa Ana River Basin (8) is designed to preserve and enhance the quality of water resources in the Santa Ana Region for the benefit of present and future generations. The purpose of the plan is to designate beneficial uses of the region's surface and ground waters, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives.

All projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) from the RWQCBs. Land and groundwater related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits.

National Pollution Discharge Elimination System (NPDES) Permits

In California, the SWRCB and its RWQCB's administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb one acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 storm water NPDES permits for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive storm water quality program to manage urban storm water

and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive storm water management program.

The reduction of pollutants in urban storm water discharge to the maximum extent practicable through the use of structural and nonstructural BMPs is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing education programs.

Industrial Storm Water Permits

Pursuant to Phase I of the NPDES Permit Program, storm water runoff from industrial facilities with certain Standard Industrial Classification (SIC) Codes is governed by the SWRCB under Water Quality Order 97-03-DWQ/NPDES Permit #CAS000001. These regulations prohibit discharges of polluted storm water unless the discharge is in compliance with the general NPDES permit requirements. The nine individual RWQCBs also enforce the General Industrial Storm Water Permit within their respective regions.

To receive coverage under the General Industrial Storm Water Permit, the owner or operator of an industrial facility must submit a Notice of Intent (NOI) to comply with the permit to the SWRCB, prepare a Storm Water Pollution Prevention Plan (SWPPP), and conduct monitoring and reporting. An industrial facility has the option to request an individual, site-specific NPDES permit instead of the general permit. RWQCBs however, typically only adopt individual permits when the facility has exceptional characteristics or poses a considerable threat to storm water.

Under the Federal Industrial Storm Water Permit, dischargers are required to control and eliminate sources of pollutants in storm water through the development and implementation of a SWPPP. The SWPPP is to be used as a tool for recognizing and evaluating potential sources of pollutants associated with industrial activities that may affect the quality of storm water discharges and authorized non-storm water discharges from the facility. The SWPPP is also used as a guide to help identify site-specific BMPs, which are to be implemented to reduce or prevent pollutants associated with industrial activities in storm water discharges and authorized non-storm water discharges.

Small MS4 Storm Water Permits

As part of Phase II of the NPDES permit program, the SWRCB adopted a General Permit for the Discharge of Storm water from Small MS4s. The main objectives of the Phase II regulations are to reduce the amount of pollutants being discharged to the maximum practical extent and protect the quality of the receiving waters. In order to meet this requirement, permittees are required to prepare a Stormwater Management Program to address the following six minimum control measures:

1. Public education and outreach;
2. Public participation/involvement;
3. Illicit discharge detection and elimination;
4. Construction site storm water runoff control for sites greater than one acre;
5. Post-construction storm water management in new development and redevelopment; and
6. Pollution prevention/good housekeeping for municipal operations.

These control measures are typically addressed through the development of BMPs.

Storm water runoff from construction activity that results in soil disturbances of at least one acre of total land area (and projects that meet other specific criteria) is governed by the SWRCB under Water Quality Order 99-08-DWQ. These regulations prohibit discharges of polluted storm water from construction projects that disturb one or more acres of soil unless the discharge is in compliance with the general NPDES permit requirements. The nine individual RWQCBs enforce the General Construction Storm water Permit for projects within their region.

The Santa Ana RWQCB administers the NPDES permit program regulating storm water from construction activities for projects greater than one acre in size. The main compliance requirement of the NPDES permits is the development and implementation of a SWPPP. The purpose of a SWPPP is to identify potential on-site pollutants, identify, and implement appropriate storm water pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from storm water and non-storm water discharges.

Storm water BMPs to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPP prepared for each proposed project on the property, and will be consistent with Supplement A of the Riverside County Drainage Area Management Plan (DAMP), “Selection and Design of Storm water Quality Controls.” Examples include: detention basins for capture and containment of sediments, use of silt fencing, sandbags or straw bales to control runoff, and identification of emergency procedures in case of hazardous materials spills. The project proponent will be required to obtain a construction NPDES permit prior to site disturbance.

It is the responsibility of the construction site owner or landowner to obtain coverage under this General Permit prior to commencement of construction activities. To obtain coverage, the operator or owner must file an NOI with a vicinity map and the appropriate fee with the SWRCB. The General Permit outlines the requirements for preparation of a SWPPP.

Regional

Santa Ana River Basin Plan

The Water Quality Control Plan for the Santa Ana Basin (Basin Plan) sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface and groundwater's;
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy;
- Describe implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Water Quality Management Plans are required to address the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. The project-specific Water Quality Management Plan (WQMP) describes the BMPs that will be implemented and maintained throughout the life of a project and is used by property owners, facility operators, tenants, facility employees, maintenance contractors, etc. to prevent and minimize water pollution that can be caused by storm water or urban runoff. Riverside County requires development projects to prepare and implement project-specific WQMPs as part of a federal and state regulatory program to reduce and eliminate water pollution caused by runoff flowing from storm water drainage systems into receiving waters on projects that disturb areas greater than one acre. A project-specific WQMP will be required as part of the project application for discretionary project approval for each project developed on the property. Final project-specific WQMPs must be approved prior to issuance of building and grading permits.

The project-specific WQMP has been developed to further address post-construction Urban Runoff from New Development and Significant Redevelopment projects under the jurisdiction of the Co-Permittees. The applicable municipal separate storm sewer system National Pollutant Discharge Elimination System permit (MS4 Permit) for the project is Order Number R8-2002-0011, NPDES No. CAS 618033 adopted by the Santa Ana Regional Water Quality Control Board on October 25, 2002 for the Santa Ana River region.

Implementation of the project-specific WQMP will occur through the review and approval by the Co-Permittee of a project-specific WQMP prepared by the project applicant. The project-specific WQMP will address management of Urban Runoff from a project site, represented by a map or permit for which discretionary approval is sought from a Co-Permittee. The primary objective of the WQMP, by addressing Site Design, Source Control, and Treatment Control BMPs applied on

a project-specific and/or sub-regional or regional basis, is to ensure that the land use approval and permitting process of each Co-Permittee will minimize the impact of Urban Runoff.

This WQMP will be implemented as follows: New Development and Significant Redevelopment projects submitted to the Co-Permittees after December 31, 2004 within the Santa Ana River Region shall be required to submit a project-specific WQMP prior to the first discretionary project approval or permit. A Co-Permittee may require a project-specific WQMP for projects submitted to them prior to December 31, 2004. Since some projects will be subject to discretionary approval during the planning phase (land use entitlement) and ministerial approval for subsequent grading or building permits, project applicants may be required to submit a preliminary project-specific WQMP for discretionary project approval (land use entitlement). Project applicants shall be required to submit for Co-Permittee review and approval, a final project-specific WQMP that is in substantial conformance with the preliminary project-specific WQMP prior to the issuance of any building or grading permit.

City of Perris General Plan Policies

Conservation Element

- Goal II** Conservation of areas with significant biotic communities.
- Policy II.A** Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
- Measure II.A.3** For those public and private projects that are also subject to federal or state approval with respect to impacts to the waters of the U.S. and/or streambeds, require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.
- Goal V** An adequate water supply to support existing and future land uses, anticipated in the Land Use Element.
- Policy V.A** Coordinate land-planning efforts with local water purveyors.
- Measure V.A.1** Work with Eastern Municipal Water District to ensure that development does not outpace projections consistent with EMWD's Urban Water Management Plan.
- Measure V.A.2** Require use of new technologies and water conserving plant materials for landscaping.
- Goal VI** Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.
- Policy VI.A** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).
- Measure VI.A.3** Prior to issuance of any grading permit involving a disturbance of one or more acres of land requires proof of a RWQCB San Jacinto Watershed Construction Activities Permit and a Storm Water Pollution Prevention Plan.

Measure VI.A.4 Review water quality impacts during the proposed project review and approval phases to ensure that appropriate BMPs are incorporated into the proposed project design and long-term operations.

Measure VI.A.5 In accordance with the Riverside County NPDES, enact a Water Quality Management Plan to review and regulate new development approvals.

Conservation Element - Sustainable Community Section

Goal I Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.

Policy I.A Adopt and maintain development regulations, which encourage water and resource conservation.

Measure I.A.5 Use permeable paving materials within developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.

Design Considerations

The project site will be graded and buildings designed to the recommendations of the Geotechnical Engineering Investigation.

Additionally, a preliminary project-specific WQMP has been prepared for the proposed project that outlines the types of pollutants which would be generated by the project, including those for which downstream receiving waters are impaired (Appendix H). The WQMP identifies BMPs to be implemented throughout the proposed project site. The proposed project includes site design, source control, and treatment control BMPs. Site design BMPs include approximately 6 acres (10 percent) of landscaping, planting of native and drought tolerant landscaping, and an extended basin to increase infiltration. Source control BMPs include but are not limited to: education of property owners, operators, tenants, occupants and employees; activity restrictions; irrigation system design and maintenance, common area liter control, and street and parking lot sweeping. Treatment control BMPs include an extended detention basin. The extended detention basin will be located on the eastern extent of the project site and treat stormwater to medium removal efficiency for the following pollutants of concern: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, oil and grease, and metals.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to hydrology/water quality may be considered potentially significant if the project would:

- violate any water quality standards or waste discharge requirements.
- substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the groundwater table level.
- 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.
- substantially degrade water quality.
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off site.

Environmental Impacts Before Mitigation

Threshold: *Violate any water quality standards or waste discharge requirements.*

The SARWQCB sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives). Water quality standards for all ground and surface waters overseen by the SARWQCB are documented in the Basin Plan (2008). Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife. Nineteen beneficial uses are recognized within the Santa Ana Region, of which nine beneficial uses have been designated for surface water bodies and groundwater in the vicinity of the project site (**Table 4.8-A, Beneficial Uses for Surface Water Bodies and Groundwater in Proximity to the Proposed Project**). All listed water quality objectives governing water quality in inland surface waters were evaluated for potential impacts from development of the proposed project; however, only those numeric and narrative water quality objectives that are most likely to be relevant to the proposed project are listed in **Table 4.8-B, Numeric Water Quality Objectives for Surface Water Bodies and Ground Water Bodies in Proximity to the Proposed Project**.

Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the SARWQCB is designed to minimize and control discharges to surface and groundwater within the region, largely through permitting, such that water quality standards are effectively attained.

Table 4.8-A, Beneficial Uses for Surface Water Bodies and Groundwater in Proximity to the Proposed Project

Water Body		Beneficial Uses
Perris North Groundwater Basin		MUN, AGR, IND, PROC
Reach 3 – Canyon Lake to Nuevo Road		MUN, AGR, GWR, REC1, REC2, WARM, WILD
Reach 2 – Canyon Lake		MUN, AGR, GWR, REC1, REC2, WARM, WILD
Reach 1 – Lake Elsinore to Canyon Lake		MUN, AGR, GWR, REC1, REC2, WARM, WILD
Lake Elsinore		REC1, REC2, WARM, WILD
Definitions		
AGR	Waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.	
GWR	Groundwater recharge waters, used for natural or artificial recharge of groundwater for purposes that may include future extraction, maintaining water quality, or halting saltwater intrusion in freshwater aquifers.	
MUN	Waters used for community, military, municipal or individual water supply systems. Uses may also include drinking water supply.	
IND	Waters for industrial service supply. These uses do not depend primarily upon water quality, and may include mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, and oil well re-pressurization.	
PROC	Waters for industrial process supply. Uses are for industrial activities that are dependent upon water quality. Uses may include process water supply and all uses of water related to product manufacture or food preparation.	
REC1	Water contact recreation waters, used for recreational activities involving body contact with water where ingestion of water is reasonably possible. Uses may include swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.	
REC2	Non-contact water recreation waters, used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include picnicking, sunbathing, hiking, beachcombing, camping, boating, sightseeing, and aesthetic enjoyment in conjunction of the above activities.	
WARM	Warm freshwater habitat waters support warm water ecosystems that may include preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.	
WILD	Wildlife habitat waters support wildlife habitats that may include the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.	
RARE	Rare, threatened or endangered species waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under the state or federal law as rare, threatened or endangered.	

Source: http://www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/docs/chapter3.pdf, Table 3-1

Table 4.8-B, Numeric Water Quality Objectives for Surface and Ground Water Bodies in Proximity to the Proposed Project

Water Body	Water Quality Objectives (mg/L)						
	TDS (Total Dissolved Solids)	Hardness (as CaCO ₃)	Na (Sodium)	Cl (Chloride)	TIN (Total Inorganic Nitrogen)	SO ₄ (Sulfate)	COD (Chemical Oxygen Demand)
Perris North Groundwater Basin	570	*	*	*	5.2	*	*
Reach 3 – Canyon Lake to Nuevo Road	820	400	*	250	6	*	15
Canyon Lake (Reach 2 - San Jacinto River)	700	325	100	90	8	290	*
Reach 1 – Lake Elsinore to Canyon Lake	450	250	50	65	3	60	15
Lake Elsinore	2000	*	*	*	1.5	*	*

Source: http://www.swrcb.ca.gov/rwqcb8/water_issues/programs/basin_plan/docs/chapter4.pdf, Table 4-1

The proposed project may have potential negative effects on water quality. Development of the site will increase the amount of impervious surfaces, thereby reducing the amount of rain water that would be subject to infiltration. Implementation of the project will add impervious surfaces to an estimated 90 percent (56 acres) of the approximately 62 acre site. By increasing the percentage of impervious surfaces on the site, less water will percolate into the ground and more surface runoff will be generated. Paved areas and streets will collect dust, soil and other impurities that will then be assimilated into surface runoff during rainfall events. Pollutants such as trash and debris, oil and grease, sediment/turbidity, nutrients, oxygen demanding substances, organic compounds, pathogens, pesticides, and metals can be expected to be present in surface water runoff once project development occurs. In order to reduce the runoff potential on-site, approximately 6 acres of the site are planned for vegetated landscaping. The landscape design will minimize the use of impervious surfaces. It will focus on planting of drought tolerant vegetation appropriate for the local climate.

The project proponent is required to obtain coverage under the appropriate NPDES General Construction permit for Storm Water Discharges Associated with Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002 prior to obtaining the grading permit. Best Management Practices typically identified in SWPPPs protect downstream areas from sediment and other pollutants during site grading and construction include:

- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the site by silt fences or other similar devices around the site perimeter.
- Protection of storm drain inlets on site or downstream of the construction site to eliminate entry of sediment.
- Stabilization of cleared or graded slopes.
- Removal of sediment tracked or otherwise transported onto adjacent roadways through periodic street sweeping.
- Prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas or equivalent measures.
- Protection or stabilization of stockpiled soils.

The project proponent is required to develop and implement a Final project-specific WQMP. The RCFC & WCD must review and approve the Final project-specific WQMP and ensure that it gets implemented. The Final project specific WQMP is required to contain measures that will effectively treat all pollutants of concern and hydrologic conditions of concern, which are consistent with the approved WQMP, developed in compliance with their MS4 permit.

To achieve the stated goals, a preliminary project-specific WQMP has been prepared for the proposed project to identify BMPs to be implemented throughout the proposed project site (Appendix H). The proposed project includes site design, source control, and treatment control BMPs. Site design BMPs include approximately 6 acres (10 percent) of landscaping, planting of native and drought tolerant landscaping, and an extended basin to increase infiltration. Source control BMPs include but are not limited to: education of property owners, operators, tenants, occupants and employees; activity restrictions; irrigation system design and maintenance, common area litter control, and street and parking lot sweeping. Treatment control BMPs include an extended detention basin (**Figure 4.8-2, Stormwater Facilities**).

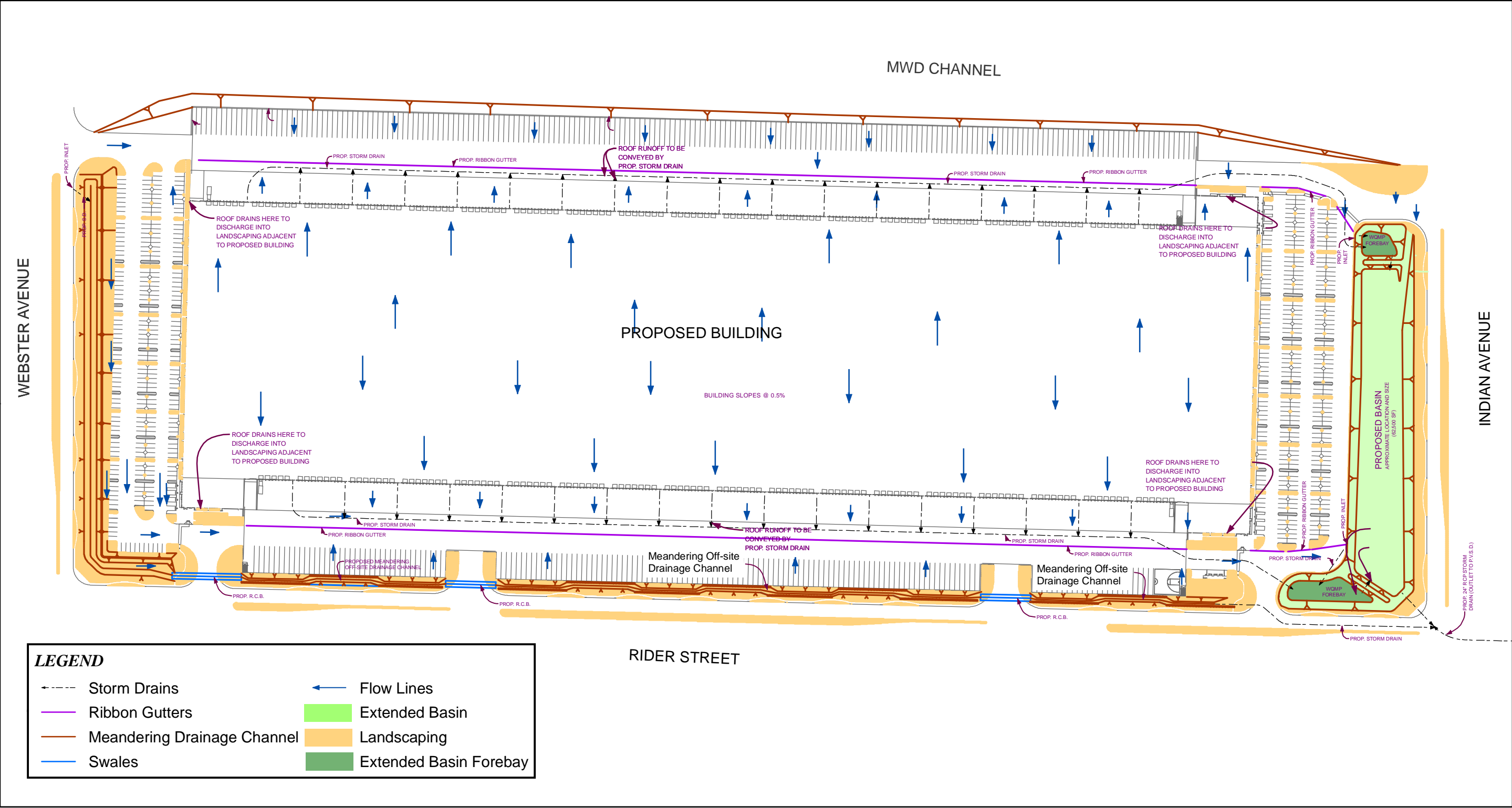


Figure 4.8-2
Stormwater Facilities

As identified in **Figure 4.8-2**, an extended detention basin is located on the eastern extent of the project site. The extended detention basin will treat stormwater to medium removal efficiency for the following pollutants of concern: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, oil and grease, and metals.

In order to minimize on-site runoff and reduce the overall stormwater flow volumes, 100 percent of the pervious areas (approximately 6 acres) of the project site will be vegetated with native drought tolerant landscaping. The landscaped areas are planned to be located on the west, south and east of the project site, between the parking areas and the surrounding project roadways (see **Figure 4.8-2**). Project roof runoff will be directed to the extended detention basin through underground stormdrain pipelines. Parking lot runoff will be conveyed directly to the regional Perris Valley Stormdrain Channel.

Through incorporation of these on-site water quality and flow facilities, the project will comply with County water quality requirements, which will help to reduce the discharge of expected POCs, and reduce the post-development flow rates into receiving waters. Through compliance with the NPDES General Construction Permit for Storm Water Discharges Associated with Construction Activities, Order No. 99-08-DWQ, NPDES No. CAS000002, and implementation of the Riverside County WQMP, impacts to water quality are anticipated to be **less than significant**.

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

Eastern Municipal Water District is the provider of domestic water to the project area. According to EMWD, approximately twenty percent of EMWD's potable water demand is supplied by EMWD groundwater wells and the remainder is supplied by imported water from Metropolitan Water District through its Colorado River Aqueduct and its connections to the State Water Project. The majority of the groundwater produced by EMWD comes from its wells in the Hemet and San Jacinto area. The proposed project does not include groundwater extraction wells and domestic water to serve the project is expected to come from MWD and not from local groundwater sources.

The proposed project is expected to have a demand of 65 acre-feet per year, which is only 0.025% of EMWD's anticipated water demand for 2030. As indicated in the Water Supply Assessment prepared for the project and discussed in Section 4.14 (Water and Sewer) of this document, EMWD will have sufficient supplies in normal, dry, and multiple dry years to satisfy projected demands within its service area, including the proposed project.

Related to ground water recharge, the project site is located within EMWD's Perris North groundwater subbasin. The proposed project will reduce the area of pervious surface on the project site by approximately 90 percent, thereby decreasing the potential for groundwater recharge. As indicated in the WQMP prepared for the project, the project proposes approximately 10 percent (or 6 acres) of the site to be landscaped with native drought tolerant vegetation. Furthermore, the rooftop runoff will be directed to the extended detention basin on

the eastern boundary of the project site. The extended detention basin will facilitate infiltration of stormwater runoff.

However, due to the project's small size in relationship to the total size of the groundwater subbasin and implementation of the project BMPs, there will not be a substantial effect upon groundwater recharge within the groundwater basin. Therefore, groundwater recharge is not expected to be significantly impacted by the project. Impacts are **less than significant**.

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

The project is estimated to include a maximum of 90 percent impervious surfaces. By increasing the percentage of impervious surfaces on the site, less water will percolate into the ground and more surface runoff will be generated. In order to reduce the amount of stormwater exiting the project site, post-construction, a series of underground stormdrain pipelines will be constructed to collect rooftop, parking lot, and landscaped area runoff and convey it to a proposed extended detention basin on the eastern boundary of the project site. Off-site stormwater flows, from a large area west of Interstate 215 will be isolated from the project's extended detention basin, and during heavy precipitation events will be conveyed through an earthen channel. This earthen channel will pick up 10-year (or greater) storm flows along Webster Avenue west of the project site, and will convey these flows south along the western extent of the project site toward Rider Street, east along the southern extent of the project site, and stormwater flows will be picked up by a 24-inch reinforced concrete pipe near the southeastern corner of the project site. This earthen off-site stormwater collector facility has been incorporated into the landscaped areas, and will be constructed as part of the project (see Figure 4.8-2). The intent of this earthen channel is to isolate the off-site stormwater from on-site stormwater, thus reducing the volume of flows entering the project water quality feature, extended detention basin.

The site is located within the area covered by the RCFC&WCD Area Drainage Plan (ADP) for the Perris Valley region. According to the ADP, the project site is tributary to the upstream terminus point of Lateral H-5 which extends along Rider Avenue from the intersection with McKimball Road, to the intersection of Rider Avenue and Indian Avenue. Lateral H-5 is not currently in place.

The following facilities are proposed in order to mitigate the risk of flooding (associated with storm events with a return period up to 100 years) on- and off-site:

- Approximately 2,500 linear feet of up to 42-inch underground stormdrain pipelines will be constructed on-site to convey rooftop runoff to the extended detention basin. Above ground ribbon gutters will be constructed within the parking area to convey stormwater runoff directly into the extended detention basin.
- Approximately 3,000 linear feet of earthen channel will be constructed on-site, on the western and southern periphery of the project site to convey off-site flows toward the Perris Valley Stormdrain Channel.

- Approximately 7,400 linear feet of 24-inch reinforced concrete pipe (RCP) storm drain to convey stormwater flows collected from on-site stormdrain facilities including runoff from driveways, roof tops, and landscaped areas. These flows are proposed to discharge into the unlined Perris Valley Stormdrain Channel.

According to the Perris Valley Area Plan, the Perris Valley Stormdrain Channel is an earthen flood control channel and conveys flows released from upstream areas and flows from storm drains discharging into the channel. The Perris Valley Channel is an ADP facility and was designed to accommodate flows from the Perris Valley ADP watershed in a 100-year storm event after development of the watershed, including the project site. On-site stormdrain facilities will be constructed and connected to the Perris Valley Stormdrain Channel. Stormwater runoff from the proposed project will not exceed the capacity of existing or planned stormwater drainage systems. Potential impacts related to existing or planned storm water drainage systems are therefore **less than significant**.

In order to reduce the discharge of expected pollutants, such as sediment, into receiving waters during construction of the proposed development, the project proponent will be required to prepare a site-specific SWPPP in accordance with the State Water Resources Control Board's (SWRCB) General Permit for Construction Activities. The General Permit requires development and implementation of a site-specific SWPPP to identify an effective combination of erosion control and sediment control BMPs to minimize or eliminate the discharge of pollutants into receiving waters. In addition, BMPs for managing sources of non-storm water discharges and waste are required to be identified in the SWPPP. Examples of construction BMPs include silt fencing, gravel bag berms, fiber rolls, and street sweeping. In addition, the SWPPP is required to identify non-structural post-construction BMPs. Examples of non-structural, post-construction BMPs include catch basin stenciling, and tenant education.

In order to reduce the discharge of expected pollutants, such as oil, grease and trash, into receiving waters following development, the project proponent will be required to be in compliance with the latest version of the County's requirements for new development and redevelopment, including development and implementation of a project-specific WQMP. The project-specific WQMP will identify BMPs to ensure that water quality of receiving waters is not degraded following development. New projects submitted to the City of Perris (a co-permittee listed in the Riverside County WQMP) are required to submit a project-specific WQMP prior to the first discretionary project approval or permit. Project applicants may submit a preliminary project-specific WQMP for discretionary project approval (land use permit); however, a final version would be submitted for review and approval prior to the issuance of any grading or building permits. The project will include industrial development and parking lots. By complying with the County's WQMP requirements and the NPDES permit requirements the proposed project is not anticipated to provide substantial additional sources of polluted runoff. Potential impacts related to storm water runoff are therefore **less than significant**.

Threshold: *Substantially degrade water quality.*

Various potential pollutants generated from construction and use of industrial developments can adversely affect water quality in a variety of ways. Expected pollutants from an industrial facility include: trash and debris and oil and grease. Potential pollutants associated with industrial development include sediment/turbidity, nutrients, oxygen-demanding substances, pesticides, organic compounds, and metal. Expected pollutants from industrial parking lots include; organic compounds, trash and debris, oil and grease, and metals. These pollutant categories are listed below. **Table 4.8-C, Anticipated and Potential Pollutants Generated by Land Use Types**, provides a summary of the different pollutants anticipated by different types of development that could be generated from the project site.

Sediments – Sediments are soils or other surficial materials eroded and then transported or deposited by the action of wind, water, ice, or gravity. Sediments can increase turbidity, clog fish gills, reduce spawning habitat, lower young aquatic organisms survival rates, smother bottom dwelling organisms, and suppress aquatic vegetation growth.

Trash and Debris – Trash (such as paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic matter (such as leaves, grass cuttings, and food waste) are general waste products on the landscape. The presence of trash and debris may have a significant impact on the recreational value of a water body and aquatic habitat. Excess organic matter can create a high biochemical oxygen demand in a stream and thereby lower its water quality. In addition, in areas where stagnant water exists, the presence of excess organic matter can promote septic conditions resulting in the growth of undesirable organisms and the release of odorous and hazardous compounds such as hydrogen sulfide.

Oxygen-Demanding Substances – This category includes biodegradable organic material as well as chemicals that react with dissolved oxygen in water to form other compounds. Proteins, carbohydrates, and fats are examples of biodegradable organic compounds. Compounds such as ammonia and hydrogen sulfide are examples of oxygen-demanding compounds. The oxygen demand of a substance can lead to depletion of dissolved oxygen in a water body and possibly the development of septic conditions.

Oil and Grease – Oil and grease are characterized as high-molecular weight organic compounds. Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids. Introduction of these pollutants to the water bodies are very possible due to the wide uses and applications of some of these products in municipal, residential, commercial, industrial, and construction areas. Elevated oil and grease content can decrease the aesthetic value of the water body, as well as the water quality.

Nutrients – Nutrients are inorganic substances, such as nitrogen and phosphorus. They commonly exist in the form of mineral salts that are either dissolved or suspended in water. Primary sources of nutrients in urban runoff are fertilizers and eroded soils. Excessive discharge of nutrients to water bodies and streams can cause excessive aquatic algae and plant growth. Such excessive production, referred to as cultural eutrophication, may lead to excessive decay of

organic matter in the water body, loss of oxygen in the water, release of toxins in sediment, and the eventual death of aquatic organisms.

Pathogens – Pathogens (bacteria and viruses) are ubiquitous microorganisms that thrive under certain environmental conditions. Their proliferation is typically caused by the transport of animal or human fecal wastes from the watershed. Water, containing excessive bacteria and viruses can alter the aquatic habitat and create a harmful environment for humans and aquatic life. Also, the decomposition of excess organic waste causes increased growth of undesirable organisms in the water.

Metals – The primary source of metal pollution in urban runoff is typically commercially available metals and metal products. Metals of concern include cadmium, chromium, copper, lead, mercury, and zinc. Lead and chromium have been used as corrosion inhibitors in primer coatings and cooling tower systems. Metals are also raw material components in non-metal products such as fuels, adhesives, paints, and other coatings. At low concentrations naturally occurring in soil, metals may not be toxic. However, at higher concentrations, certain metals can be toxic to aquatic life. Humans can be impacted from contaminated groundwater resources, and bioaccumulation of metals in fish and shellfish. Environmental concerns, regarding the potential for release of metals to the environment, have already led to restricted metal usage in certain applications.

Organic Compounds – Organic compounds are carbon-based. Commercially available or naturally occurring organic compounds are found in pesticides, solvents, and hydrocarbons. Organic compounds can, at certain concentrations, indirectly or directly constitute a hazard to life or health. When rinsing off objects, toxic levels of solvents and cleaning compounds can be discharged to the MS4. Dirt, grease, and grime retained in the cleaning fluid or rinse water may also adsorb levels of organic compounds that are harmful or hazardous to aquatic life.

Potential Impacts from Construction Activities

Project construction would have the potential to result in substantial additional sources of polluted runoff which could have short-term impacts on surface water quality through activities such as demolition, clearing and grading, stockpiling of soils and materials, concrete pouring, painting, and asphalt surfacing. Construction of project would involve various types of equipment such as dozers, scrapers, backhoes, other earthmoving equipment, dump trucks, cranes, trucks, concrete mixers, and generators. Stockpiled soils and other construction materials for use during later construction phases would be stored outdoors during construction. Pollutants associated with these construction activities that could result in water quality impacts include soils, debris, other materials generated during demolition and clearing, fuels and other fluids associated with the equipment used for construction, paints, other hazardous materials, concrete slurries, and asphalt materials.

These pollutants could impact water quality if they are washed off site by storm water or non-storm water, or are blown or tracked off site to areas susceptible to wash off by storm water or non-storm water. Sediment is the most common pollutant associated with construction sites because of the associated earth moving activities and areas of exposed soil. Sediment that is

washed off site can result in turbid waters which can impact aquatic species. In addition, when sediment is deposited in receiving water it can smother species, alter the substrate and habitat, and alter the drainage course. Hydrocarbons, such as fuels, asphalt materials, and oils, and hazardous materials such as paints and concrete slurries, could be discharged from the site, and could impact aquatic plants and animals downstream. Debris and trash discharged from the site could be deposited in receiving waters and could impact wildlife as well as aesthetics.

The General Construction Storm Water Permit requires the development and implementation of an SWPPP. The SWPPP must contain a site map which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger will use to protect storm water runoff, and the placement of those BMPs. Construction BMPs typically includes, and are not limited to: proper storage, use, and disposal of construction materials including: removal of sediment from surface runoff before it leaves the site by silt fencing or other similar devices around the site perimeter with particular attention to protecting water bodies listed on the 303(d) list for sediment; protection of all storm drain inlets on site or downstream of the construction site to eliminate entry of sediment, stabilization of cleared or graded slopes; diversion of runoff from uphill areas around disturbed areas of the site; prevention of tracking soil off site through use of a gravel strip or wash facilities at exit areas; protection or stabilization of stockpiled soils; and continual inspection and maintenance of all specified BMPs through the duration of construction. Additionally, the SWPPP shall contain a visual monitoring program.

Potential Impacts Following Construction

Following construction, the development of individual project areas with structures, concrete, asphalt, and landscaping would reduce the potential for erosion on the site and sediment discharges. Also, equipment and hazardous materials associated with construction would be removed from the site, which would reduce the potential for pollutants to be discharged from the site. However, use and operation of the project would generate pollutants that could impact water quality. **Table 4.8-C, Anticipated and Potential Pollutants Generated by Land Use Types**, provides a summary of the different pollutants anticipated by different types of development that could be generated from the project site. These pollutants could be washed from developed sites and into the storm drain or adjacent drainages.

Landscaping could result in water quality impacts due to the use of fertilizers. If fertilizers are discharged, they could adversely affect aquatic plants and animals downstream in receiving waters through a reduction in oxygen levels and an increased eutrophication. Eutrophication is the process of over-enrichment of nutrients in a water body fostering an increase in biotic life that results in a significant loss of dissolved oxygen.

As indicated in the *Hydrology Report* prepared for the project, and discussed above, the project basin and stormdrain pipelines will discharge into a 24-inch underground stormdrain pipeline within Rider Street, which will convey stormwater flows approximately 7,400 linear feet east to the Perris Valley Stormdrain Channel. The Perris Valley Stormdrain discharges directly into Reach 3 of the San Jacinto River. As indicated above, Reach 3 of the San Jacinto River is

tributary to Canyon Lake and Lake Elsinore, both of which are on the Federal 303 (d) list of impaired water bodies. Canyon Lake is impaired for pathogens, and Lake Elsinore is impaired for poly chlorinated biphenyls (PCBs (or pesticides)), and unknown toxicity. Since Lake Elsinore is considered a closed water body under typical climatic conditions, no other downstream water bodies have been considered in this analysis. Therefore, the pollutants of concern associated with the project include, pathogens and organic compounds.

The extended detention basin will treat stormwater to medium removal efficiency for the following pollutants of concern: sediment/turbidity, nutrients, trash and debris, oxygen demanding substances, oil and grease, and metals. Therefore, impacts to Federal 303 (d) listed water bodies are considered **less than significant**.

The Perris Valley Stormdrain Channel is capable of conveying the 100-year increased runoff from the subject development. The project proposes an extended detention basin on the eastern extent of the site, as well as vegetated areas between the parking areas and the surrounding roadways, which will increase the amount of post construction infiltration. In order to reduce the amount of stormwater exiting the project site post-construction, a series of underground stormdrain pipelines will be constructed to collect rooftop, parking lot, and landscaped area runoff and convey it to a proposed extended detention basin on the eastern boundary of the project site.

As discussed above, off-site stormwater flows, from a large area west of Interstate 215, will be isolated from the project extended detention basin, and will be conveyed through an existing earthen channel. This earthen channel will pick up off-site flows along Webster Avenue to the west of the project site, and will convey flows south along the western extent of the project site toward Rider Street, east along the southern extent of the project site, and will be picked up by a 24-inch reinforced concrete pipe near the southeastern corner of the project site. This earthen off-site stormwater collector facility has been incorporated into the landscaped areas, and will be constructed as part of the project (see Figure 4.8-2). The intent of this earthen channel is to isolate the off-site stormwater from on-site stormwater, thus reducing the volume of flows entering the project water quality feature, extended detention basin.

Potential impacts that could result from different pollutant categories discharged to receiving waters were discussed above. Canyon Lake and Lake Elsinore are listed on the Federal 303 (d) list as impaired for pathogens and pesticides, respectively. The project BMP, the extended detention basin, will treat on-site stormwater flows to a moderate level, as indicated in the project WQMP.

As discussed above, in order to reduce the discharge of expected pollutants into receiving waters following development, the project proponent will be required to be in compliance with the latest version of the County's WQMP requirements for new development and redevelopment. By complying with NPDES permit requirements and implementation of the project-specific WQMP, impacts to water quality standards will be **less than significant**.

**Table 4.8-C, Anticipated and Potential Pollutants
Generated by Land Use Types**

General Pollutant Categories									
Type of Development (Land Use)	Sediment/Turbidity	Nutrients	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Bacteria & Viruses	Oil & Grease	Pesticides	Metals
Commercial/Industrial Development	P ⁽¹⁾	P ⁽¹⁾	P ⁽⁴⁾	E	P ⁽¹⁾	P ⁽²⁾	E	P ⁽¹⁾	P
Parking Lots	P ⁽¹⁾	P ⁽¹⁾	E ⁽³⁾	E	P ⁽¹⁾	P ⁽⁵⁾	E	P ⁽¹⁾	E
Streets, Highways & Freeways	E	P ⁽¹⁾	E ⁽³⁾	E	P ⁽¹⁾	P ⁽⁵⁾	E	P ⁽¹⁾	E

E = Expected P = Potential N = Not expected

(1) A potential pollutant if landscaping or open area exists on the project site.

(2) A potential pollutant if land use involves animal waste.

(3) Specifically, petroleum hydrocarbons.

(4) Specifically, solvents.

(5) Bacterial indicators are routinely detected in pavement runoff.

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

The project site consists of flat farmland, sloping slightly to the south-southeast. The project site has been heavily disturbed by activities associated with agriculture. The existing drainage pattern of the site is from the northwest to the southeast, following the topography of the project site. On-site stormwater flows sheet flow across the site southeast toward the intersection of Rider Street and Indian Avenue.

Currently, runoff from this site and areas upstream of this site discharge as sheet flow on and across adjacent downstream properties as sheet flow, including inundation of local streets. After the construction of proposed facilities, on-site runoff will increase. In order to reduce the volume of on-site runoff post-project, an extended basin is proposed which will attenuate peak flows down to existing flow quantities. The extended basin, which also serves as a water quality Treatment Control Facility, is designed to reduce peak flows associated with storms ranging from 2 to 100 year return frequencies. A proposed 24-inch “bleeder” line will drain the proposed basin. The proposed 24-inch line will be placed in Rider Street eastward to the connection of the Perris Valley Stormdrain Channel, a regional flood control facility. The proposed bleeder line will be maintained by City of Perris. All encroachment permits for connection to RCFC&WCD’s Perris Valley Storm Drain will be applied, prior to construction of connections.

Off-site flows will be mitigated by implementation of conveyance features such as fully improved streets, as well as an earthen channel. These features simultaneously protect the site and convey runoff in a controlled fashion around the proposed development. Ultimately, the largest off-site flows are released as sheet flow to historical destinations. An extension to the proposed 24-inch bleeder line is proposed to connect to the downstream end of the proposed

earthen channel thereby conveying a portion of off-site runoff to the Perris Valley Stormdrain Channel.

In order to provide conveyance for and avoid treatment of off-site stormwater drainage around the project site, the project proposes to construct an unlined earthen channel along the western and southern boundaries of the site, within the landscaped areas (see Figure 3.8-2). This earthen channel will provide the conveyance of off-site flows around the proposed development, and once at the southeast corner of the project site, these flows will connect to the project proposed 24-inch RCP, and would be conveyed directly to the Perris Valley Stormdrain Channel. Through implementation of the site specific WQMP, and the construction of the on- and off-site stormdrain facilities, impacts to the natural drainage pattern of the site are considered **less than significant**.

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

The project site consists of flat farmland, sloping slightly to the south-southeast. The project site has been heavily disturbed by activities associated with agriculture. Agriculture is not active on the project site at this time. The existing drainage pattern of the site is from the northwest to the southeast, following the topography of the project site. On-site stormwater flows sheet flow across the site southeast toward the intersection of Rider Street and Indian Avenue.

Development of the site will increase the amount of impervious surfaces, thereby reducing the amount of rain water that would be subject to infiltration. Implementation of the project will add impervious surfaces to an estimated 90 percent (56 acres) of the approximately 62 acre site. By increasing the percentage of impervious surfaces on the site, less water will percolate into the ground and more surface runoff will be generated. In order to reduce the runoff potential on-site, approximately 6 acres of the site are planned for vegetated landscaping. The landscape design will minimize the use of impervious surfaces. It will focus on planting of drought tolerant vegetation appropriate for the local climate.

The on-site surface runoff will be collected within the on-site stormdrain facilities mentioned above, and will be conveyed to the Perris Valley Stormdrain Channel, approximately 7,400 linear feet to the east of the project site. The on-site facilities have been designed to accommodate 100-year storm runoff from the project site. Perris Valley Stormdrain Channel is also designed to accommodate 100-year storm flows. Therefore, after implementation of the proposed storm drain plan and WQMP the proposed project will not result in peak flows exiting the site that would result in flooding on or off site. Impacts are considered to be **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). No mitigation measures related to Hydrology and Water Quality have been identified, as implementation of the project-specific WQMP and NPDES permit requirements will eliminate or reduce the potential significant adverse impacts related to increased flows and water quality.

Summary of Environmental Effects After Mitigation Measures Are Implemented

After implementation of NPDES permit requirements and the project-specific WQMP, all potential impacts are reduced to a level that is less than significant.

4.9 LAND USE/PLANNING

Potential impacts related to physically dividing an established community were found to be less than significant in the Initial Study/NOP prepared for this proposed project (Appendix A). The focus of the following discussion is related to potential conflicts with applicable land use plans, policies or regulations. Potential conflicts with any applicable habitat conservation plan or natural community conservation plan are addressed in Section 4.4 (Biological Resources) of this document.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on February 27, 2008.)
- City of Perris, *City of Perris General Plan 2030 Draft EIR*, October 2004. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on February 27, 2008)
- City of Perris, *City of Perris Development Code*. (Available at the City of Perris and at the City of Perris website under the title of *Perris City Zoning Code* at www.cityofperris.org/planning/zoning-code/, accessed on February 27, 2008.)
- Southern California Association of Governments, *2008 RTP Growth Forecasts*, (Available at the Southern California Association of Governments (SCAG) and at www.scag.ca.gov/forecast/index.htm, accessed on January 18, 2009.)
- Southern California Association of Governments, *The New Economy and Jobs/Housing Balance in Southern California*, April 2001. (Available at the Southern California Association of Governments (SCAG) and at www.scag.ca.gov/Housing/balance.html, accessed on January 18, 2009.)

Setting

The Rados Distribution Center project site is located in the City of Perris. Interstate 215 and the Burlington Northern Santa Fe (BNSF) railway are located to the west of the project site and March Air Reserve Base is located to the north of the project site (**Figure 4.9-1, Existing and Surrounding Land Use**). The project site property is within the City of Perris Planning Area 3: Agricultural Conversion Area and is currently zoned A1 (Light Agriculture) which is inconsistent with the General Plan Land Use Designation of LI (Light Industrial) applicable to most of the project site. The project site consists of approximately 61.63 acres of zoned light industrial land (**Figure 4.9-2, Zoning**). The project includes a requested change of zoning from A1 to LI, which would be consistent with the General Plan and the proposed land use. The northern approximately 155 feet of the project site is located within an MWD parcel, which has a General Plan land use designation of “Public/Semi-Public Facilities/Utilities.” Properties within the “Public/Semi-Public Facilities/Utilities” land use category are locations for government

facilities, public schools, and public services and utilities such as water and sewer district operations. The project proposes overflow trailer parking within this parcel. Such uses are consistent with the land use designation and would not interfere with continued MWD use of their parcel (**Figure 4.9-3, General Plan Land Use Designations**).



Source: Digital Globe, March 2008.

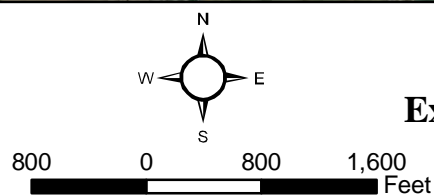
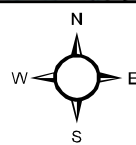


Figure 4.9-1
Existing and Surrounding
Land Use

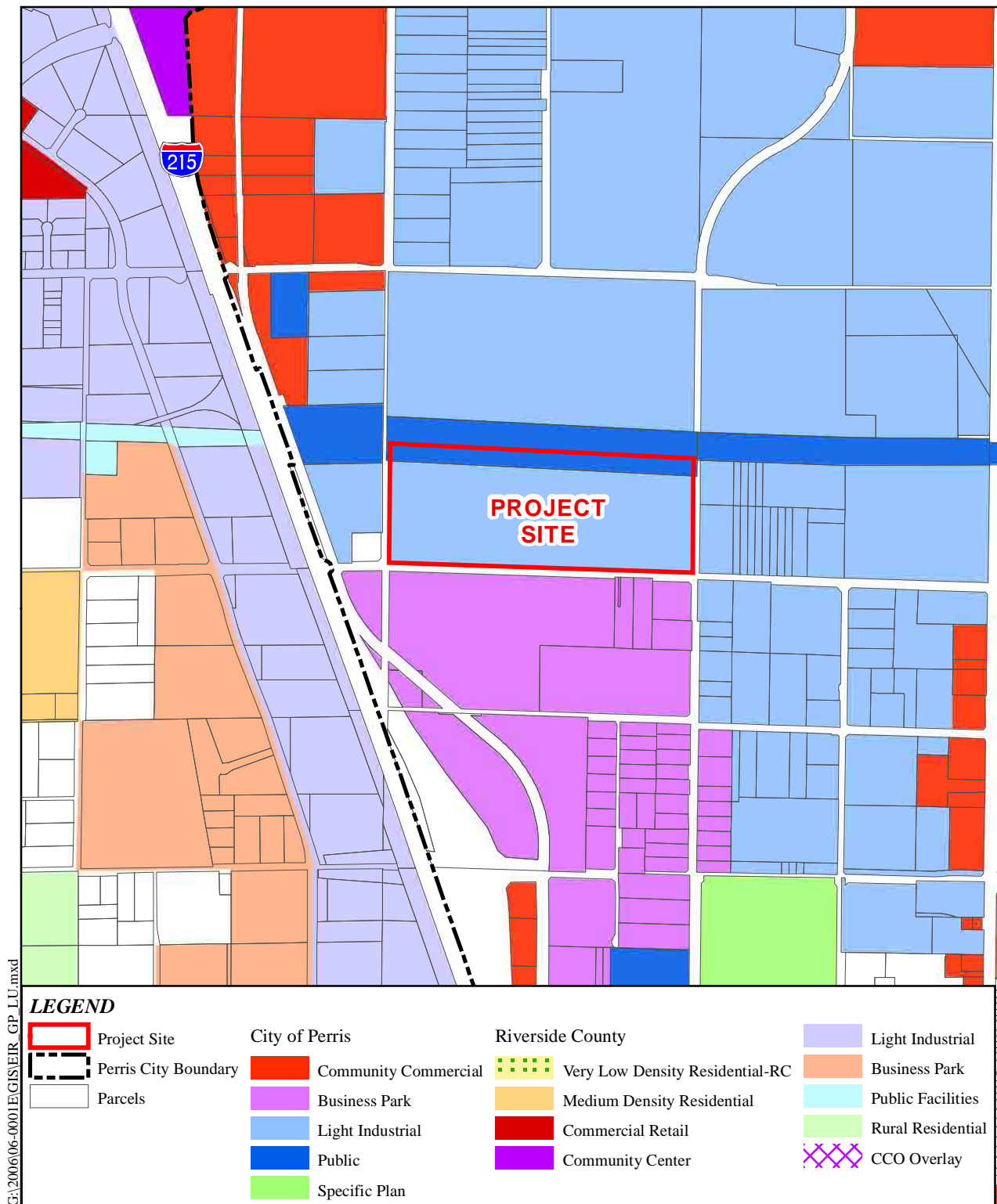


Source: County of Riverside, 1994
(as amended through July 2008);
City of Perris, June 2004.

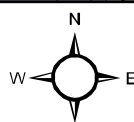


800 0 800 1,600
Feet

Figure 4.9-2
Zoning



Source: County Of Riverside General Plan,
Oct. 2003 (as revised through Nov. 2007);
City of Perris General Plan, April 2005.



800 0 800 1,600 Feet

Figure 4.9-3
General Plan
Land Use Designations

Related Regulations

General Plan

On April 26, 2005, the City of Perris approved its current General Plan. The General Plan includes the development of land use policies and land use maps to guide the future development of the City of Perris. As part of the General Plan, Planning Areas were established that define the nature of those communities and define the land use designations that are appropriate for the development envisioned. The Rados Distribution Center site is located within Planning Area 3 of the General Plan. The project site's land use designations, shown on Figure 4.9-2, are "Light Industrial" (LI) and "Public/Semi-Public Facilities/Utilities", which are consistent with the proposed project.

Title 19 Zoning Code

Development of the project site is regulated by the City of Perris zoning ordinance (City zoning ordinance/development code Ordinance No. 1051). This ordinance contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, parking, etc.; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

General Plan Policies

The following are policies from the City of Perris General Plan related to Land Use Planning that are applicable to the proposed project.

- | | |
|------------------------|--|
| Land Use Policy II.A: | Require new development to pay its full, fair-share of infrastructure costs. |
| Land Use Policy II.B: | Require new development to include school facilities or pay school impact fees, where appropriate. |
| Land Use Policy III.A: | Accommodate diversity in the local economy. |
| Land Use Policy V.A: | Restrict development in areas at risk of damage to disasters. |

Regional Plan

SCAG has adopted policies as part of its Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision many of which are applicable to this project. A comparative analysis of the project's consistency with these policies is discussed below. The information and data in this section was obtained from the *SCAG 2008 RTP Growth Forecast* and SCAG's report titled, *The New Economy and Jobs/Housing Balance in Southern California (2001)*.

Design Considerations

The project will comply with City design guidelines. No other specific design measures are proposed.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to land use and planning may be considered potentially significant if the project would:

- conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinances) adopted for the purpose of avoiding or mitigating an environmental effect.

Environmental Impacts Before Mitigation

***Threshold:** Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinances) adopted for the purpose of avoiding or mitigating an environmental effect.*

Section 15125 (d) of the CEQA Guidelines requires EIRs to “...discuss any inconsistencies between the proposed project and applicable general plans and regional plans.” The objective of such a discussion is to find ways to modify the proposed project, if warranted, to reduce any identified inconsistencies with relevant plans and policies. Pursuant to Section 15125(d), this Draft EIR chapter includes an evaluation of the consistency of the proposed project with pertinent goals and policies of relevant adopted local and regional plans.

Local Plans

General Plan

The City of Perris adopted its General Plan Land Use Element on April 26, 2005. For purposes of the Land Use Element the City of Perris is divided into ten Planning Areas. The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Rados Distribution Center is located in Planning Area 3: Agricultural Conversion Area. The largest land use designation within the Planning Area is Light Industrial (1,073 acres). Additionally, 207 acres within Planning Area 3 are designated Community Commercial.

The following are policies and implementation measures from the City of Perris General Plan that are applicable to the proposed project as well as a discussion on how the project is consistent

with these policies and measures (see **Table 4.9-A, Consistency with City of Perris General Plan Policies and Measures**).

Table 4.9-A
Consistency with City of Perris General Plan Policies and Measures

Circulation Element		
Policy/ Measure No.	Policy/Measure Text	Statement of Consistency
<i>Policy I.A:</i>	<i>Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2 Future Roadway Network</i>	As discussed in Section 4.12, the proposed project's related transportation improvements do not conflict with the Land Use Element or the designated Transportation System. Therefore, the proposed project is consistent with this policy.
<i>Measure I.A.6:</i>	<i>Require parking facility design that minimizes visual and physical impacts while maintaining pedestrian and motorist safety and supporting adjacent activities.</i>	Proposed developments within project area will be required to comply with the City's Municipal Code and the City Guidelines by minimizing vehicular conflict, avoiding conflicts between pedestrian and vehicular circulation and screening parking lots from public view through the use of berms, low walls and or/plant materials. Therefore, the proposed project will comply with this measure.
<i>Policy I.B:</i>	<i>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.</i>	Riverside Transit Authority (RTA) Routes 19 and 41 operate throughout the proposed project areas described in Traffic and Transportation (Section 4.12). The proposed project is also located directly adjacent to I-215, providing easy access for employees. Therefore, the proposed project is consistent with this policy.
<i>Measure I.B.1:</i>	<i>Require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist and employment centers, etc.).</i>	The project will include roadway improvements which include sidewalks and bike racks, and is located near to existing bus routes. The project will not conflict with the City's adopted policies, plans or programs supporting alternative modes of transportation. Therefore, the proposed project will comply with this measure.
<i>Policy I.D:</i>	<i>Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.</i>	Riverside Transit Authority (RTA) Routes 19 and 41 operate throughout the proposed project area, and can be accessed from multiple transfer points as described in Traffic and Transportation (Section 4.12). The proposed project is also located directly adjacent to I-215, providing easy access for employees. Therefore, the proposed project is consistent with this policy.

<p><i>Policy II.A:</i></p>	<p><i>Maintain the following target Levels of Service:</i></p> <ul style="list-style-type: none"> • <i>LOS D along all City-maintained roads (including intersections) and LOS D along I-215 and SR-74 (including intersections with local streets and roads). An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 freeway ramps.</i> • <i>LOS “E may be allowed within the boundaries of the Downtown Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.</i> 	<p>As described in Section 4.12 Traffic and Transportation, the proposed project will not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, and will not exceed, either individually or cumulatively, a Level of Service D on any City-maintained roads [including intersections] and along I-215 and SR-74 [including intersections with local streets and roads], or a LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps. Therefore, the proposed project is consistent with this policy.</p>
<p><i>Measure II.A.I:</i></p>	<p><i>Utilize existing infrastructure (lanes, median islands, turn lanes, available right-of-way) and rights-of-way to the maximum extent practicable.</i></p>	<p>The project will utilize and improve the surrounding existing infrastructure. Therefore, the proposed project will comply with this measure.</p>
<p><i>Policy II.B:</i></p>	<p><i>Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</i></p>	<p>The project is utilizing the existing road network and will improve the existing road network based on requirements through the traffic analysis prepared for the project as described in Section 4.12 Traffic and Transportation. Therefore, the proposed project is consistent with this policy.</p>

<p><i>Measure II.B.1:</i></p>	<p><i>Develop Standard Specifications for the City of Perris that include the following:</i></p> <ul style="list-style-type: none"> ● <i>Cross sections and classifications identified in Exhibit CE-11;</i> ● <i>Facilities that accommodate bus operations, including bus turn outs, and other design features;</i> ● <i>Design guidelines that define the minimum design and technical criteria for the analysis and design of roadway facilities. Such design guidelines shall identify intersection improvements consistent with the lane geometrics referenced in Table CE-7;</i> ● <i>Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation; and</i> ● <i>Roadway pavement cross-section to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated</i> 	<p>As shown in the City of Perris GP, Table CE-7, Exhibit CE-11A through CE-11F, the City has adopted roadway standards for its roadway network. The design of the project complies with this implementation measure, including lane geometrics, limited access points, and truck access points. Therefore, the proposed project will comply with this measure.</p>
<p><i>Measure II.B.2:</i></p>	<p><i>Allow roundabouts or other innovative design solutions when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow and improve safety.</i></p>	<p>The project does not utilize roundabouts or other such design features. The Traffic Impact Analysis did/did not indicate that alternative design features were necessary. Therefore, the proposed project will comply with this measure.</p>
<p><i>Measure II.B.3:</i></p>	<p><i>Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as expressways and arterials, and require all new development to provide adequate off-street parking based on expected parking needs.</i></p>	<p>The project does not allow for on-street parking for its employees or tenants. The project parking has been designed in accordance with City Code requirements. Therefore, the proposed project will comply with this measure.</p>
<p><i>Policy III.A:</i></p>	<p><i>Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</i></p>	<p>As discussed in Transportation and Traffic (Section 4.12), the project utilizes the existing transportation system, and will be required to construct near-term improvements and fund its fair share contributions for long-term improvements. The proposed project is consistent with this policy.</p>

<i>Measure III.A.1:</i>	<i>Distribute the costs of transportation system improvements for new development equitably among beneficiaries through the City's Traffic Impact Fee Program.</i>	The project will be required to pay their fair share of the City's Traffic Impact Fee Program. Therefore, the proposed project will comply with this measure.
<i>Measure III.A.2:</i>	<i>Use redevelopment agreements, revenue sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional improvements and to mitigate cumulative traffic impacts.</i>	As has been analyzed in Transportation and Traffic (Section 4.12), the project will be required to contribute their fair share of fees and other improvements to mitigate cumulative traffic impacts. Development of the proposed project will actually improve the facilities needed to address cumulative traffic impacts. Therefore, the proposed project will comply with this measure.
<i>Measure III.A.4:</i>	<i>Require developers to be primarily responsible for the improvements of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.</i>	As has been analyzed in Transportation and Traffic (Section 4.12), future development applicants will be required to contribute their fair share of fees and other improvements to mitigate cumulative traffic impacts. Development of the proposed project will actually improve the facilities needed to address cumulative traffic impacts. Therefore, the proposed project will comply with this measure.
<i>Policy IV.A:</i>	<i>Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.</i>	A regional trail runs along the eastern border of the project site providing for non-motorized commuter travel and recreational opportunities. The proposed project is consistent with this policy.
<i>Policy V.A:</i>	<i>Provide for safe movement of goods along the street and highway system</i>	The project will implement the City's adopted transportation system in accordance with local regulations and in compliance with CEQA. The project will also implement requirements for separate truck entrances in order to avoid conflicts with other automobile traffic entering and exiting the site. The proposed project is consistent with this policy.
<i>Measure V.A.7:</i>	<i>Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.</i>	The project will implement the City's adopted transportation system in accordance with local regulations and in compliance with CEQA. Therefore, the proposed project will comply with this measure.
<i>Measure V.A.8:</i>	<i>Provide adequate off-street loading areas for all commercial and manufacturing land uses.</i>	In accordance with City of Perris Development Code 19.69, require future development applicants to establish off-street loading areas for commercial and manufacturing activities. Therefore, the proposed project will comply with this measure.

<i>Policy VI.A</i>	<i>Recognize and support policies contained in the March Air Cargo Port General Plan.</i>	As discussed in Section 4.2, Airport Hazards, the project has been evaluated in accordance to the 2005 AICUZ, the 1884 ALUP, and the 1986 Airport Influence Area Map and was found to be compatible with those documents and no significant impacts remain after implementation of applicable mitigation measures. Therefore, the proposed project is consistent with this policy.
<i>Policy VII.A:</i>	<i>Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.</i>	The project will implement a Transportation System in accordance with local regulations and in compliance with CEQA. The proposed project is consistent with this policy.
<i>Measure VII.A.1:</i>	<i>Incorporate the specific requirements of the Riverside County Multi-Species Habitat Conservation Plan into transportation plans and development proposals.</i>	The project will implement the requirements of the Riverside County MSHCP, as discussed in Section 4.4 Biological Resources. Therefore, the proposed project will comply with this measure.
<i>Measure VII.A.2:</i>	<i>Require noise mitigation measures (e.g., wall treatments, landscape berms, and/or building and window enhancements) along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts consistent with requirements of Title 24 of the California Codes and Regulations.</i>	The project will adhere to noise mitigation measures, as discussed in 4.10 Noise. Therefore, the proposed project will comply with this measure.
<i>Measure VII.A.3:</i>	<i>Identify adequate flood control measures along roadways located within identified flood areas.</i>	The project shall be required to act in accordance with this measure as discussed in Hydrology and Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
<i>Measure VII.A.4:</i>	<i>Control dust and mitigate other environmental impacts during all stages of roadway construction consistent with air quality regulations and mitigation measures established in environmental documents.</i>	During the construction, periodic watering for short-term stabilization of disturbed surface areas will be utilized in order to control fugitive dust. Therefore, the proposed project will comply with this measure.
<i>Measure VII.A.6:</i>	<i>Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.</i>	Roadway landscaping have been developed in accordance with the City of Perris GP and Development Code 19.70. Therefore, the proposed project will comply with this measure.
<i>Policy VIII.A:</i>	<i>Encourage the use of Transportation Demand Management (TDM)/ Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</i>	As stated in Section 4.12, employees of the proposed project will be able to utilize existing bus routes as a means of alternate modes of transportation to and from work. Therefore, the proposed project is consistent with this policy.
<i>Policy VIII.B:</i>	<i>Identify Transportation Systems Management (TSM) strategies that will assist in mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.</i>	Mitigation measures MM Trans 1 through MM Trans 16 prescribe how traffic impacts are to be mitigated for the development of the project. The proposed project is consistent with this policy.

<i>Policy VIII.D:</i>	<i>Support Riverside County Transportation Commission and Riverside Transit Authority educational efforts related to Transportation Demand Management (TDM) measures and transit benefits.</i>	As stated in Section 4.12, employees of the proposed project will be able to utilize existing bus routes as a means of alternate modes of transportation to and from work. Therefore, the proposed project is consistent with this policy.
<i>Measure VIII.D.1:</i>	<i>Implement the City's Transportation Control Measure (TCM) Ordinance to comply with Federal, State, regional, and local requirements.</i>	Mitigation measures MM Trans 1 through MM Trans 16 prescribe how traffic impacts are to be mitigated for the development of the project. Upon completion, the project will have complied with all applicable federal, state, regional, and local requirements. Therefore, the proposed project will comply with this measure.
<i>Measure VIII.D.3:</i>	<i>Construct traffic signals at intersection where signal warrants have been met.</i>	Mitigation measures MM Trans 1 through MM Trans 16 prescribe how traffic impacts are to be mitigated for the development of project. Therefore, the proposed project will comply with this measure.
<i>Measure VIII.D.4:</i>	<i>To optimize traffic operation, maintain spacing and operation of traffic signals as a coordinated system.</i>	The project will participate in the City's requirements for spacing and operation of traffic signals. Therefore, the proposed project will comply with this measure.
Conservation Element		
<i>Policy II.A:</i>	<i>Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</i>	The project shall be required to comply with Ordinance Number 1123 adopted by the City of Perris to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP. Therefore, the proposed project is consistent with this policy.
<i>Measure II.A.2:</i>	<i>Public and private projects, located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.</i>	As discussed in Biological Resources (Section 4.4), a survey was prepared for the project site. Therefore, the proposed project will comply with this measure.
<i>Measure II.A.3:</i>	<i>For those public and private projects that are also subject to Federal or State approval with respect to impacts to Waters of the U.S. and/or Streambeds, require evidence of completion of the applicable Federal permit process prior to the issuance of a grading permit.</i>	As discussed in Biological Resources (Section 4.4), the proposed project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, the proposed project with comply with this measure.
<i>Policy III.A:</i>	<i>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.</i>	Consistency and compliance with the MSHCP is discussed in detail in Biological Resources (Section 4.4). Therefore, the proposed project is consistent with this policy.

<i>Policy IV.A:</i>	<i>Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</i>	Mitigation measures discussing impacts to historical, archaeological and paleontological resources are discussed in Cultural Resources (Section 4.5). Therefore, the proposed project is consistent with this policy.
<i>Measure IV.A.1:</i>	<i>For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.</i>	Mitigation measures discussing impacts to historical, archaeological and paleontological resources are discussed in Cultural Resources (Section 4.5). Therefore, the proposed project will comply with this measure.
<i>Measure IV.A.2:</i>	<i>For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center (EIC), at the University of California, Riverside.</i>	EIC results are recorded in and discussed in the CRM TECH <i>Historical/Archaeological Resources Survey Report</i> , attached as Appendix E. Therefore, the proposed project will comply with this measure.
<i>Measure IV.A.3:</i>	<i>Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historical resources, or which lie near areas where archaeological and/or historic sites have been recorded.</i>	Surveys were performed by CRM TECH and are discussed within the <i>Historical/Archaeological Resources Survey Report</i> , attached as Appendix E. Therefore, the proposed project will comply with this measure.
<i>Measure IV.A.4:</i>	<i>In Areas 4 and 5, paleontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.</i>	The proposed project is located within Area 4 of the Paleontological Sensitivity Map. Mitigation measures discussing impacts to paleontological resources are discussed in Cultural Resources (Section 4.5). Therefore, the proposed project will comply with this measure.
<i>Measure IV.A.5:</i>	<i>Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.</i>	A <i>Historical/Archaeological Resources Survey Report</i> was prepared by CRM Tech which includes a record of surveys that were prepared within the project boundary and a discussion of the study was included in Cultural Resources (Section 4.5). Therefore, the proposed project will comply with this measure.
<i>Policy V.A:</i>	<i>Coordinate land-planning efforts with local water purveyors.</i>	As discussed in Section 4.13 Water and Sewer, a request for a Water Source Assessment (WSA) was sent to Eastern Municipal Water District (EMWD) and was made on behalf on the proposed project by the City of Perris in order to evaluate EMWD's water supply availability. A copy of the WSA is located in Appendix K of this document. Therefore, the proposed project is consistent with this policy.

Measure V.A.1:	<i>Work with Eastern Municipal Water District to ensure that development does not outpace projections consistent with the Water District Urban Water Management Plan.</i>	The City of Perris GP requires that the City work with EMWD to ensure development does not outpace water supply consistent with EMWD's Urban Water Management Plan as discussed in Water and Sewer (Section 4.13). Therefore, the proposed project will comply with this measure.
Measure V.A.2:	<i>Require use of new technologies and water conserving plant materials for landscaping.</i>	The project is consistent with the City of Perris Development Code 19.70. Therefore, the proposed project will comply with this measure.
Policy VI.A:	<i>Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</i>	The project will be required to comply with NPDES. Therefore, the proposed project is consistent with this policy.
Measure VI.A.2:	<i>Evaluate the Planning Department's CEQA implementation procedures to ensure adequate consideration of water quality impacts and mitigation measures as part of Initial Studies/Mitigated Negative Declarations and Environmental Impact Reports.</i>	Water quality impacts and mitigation measures are discussed in Hydrology and Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
Measure VI.A.3:	<i>Prior to issuance of any grading permit involving a disturbance of one or more acres of land, require proof of a RWQCB San Jacinto Watershed Construction Activities Permit and a Storm Water Pollution Prevention Plan.</i>	In order to reduce the discharge of pollutants into receiving waters during construction of the proposed development, the proposed project proponent will be required to prepare a site-specific SWPPP, as discussed in Hydrology & Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
Measure VI.A.4:	<i>Review water quality impacts during the project review and approval phases to ensure appropriate BMPs are incorporated into the proposed project design and long-term operations.</i>	As discussed in Hydrology & Water Quality (Section 4.8), the General Permit requires a development and implementation of a site-specific SWPPP to identify an effective combination of erosion control and sediment control best management practices (BMPs) to minimize or eliminate the discharge of pollutants into receiving waters. In addition, BMPs for managing sources of non-storm water discharges and waste are required to be identified in the SWPPP. Therefore, the proposed project will comply with this measure.
Measure VI.A.5:	<i>In accordance with the Riverside County NPDES, enact a Water Quality Management Plan to review and regulate new development approvals.</i>	As discussed in Hydrology & Water Quality (Section 4.8), the project prepared a Water Quality Management Plan which was submitted to the City of Perris Engineering Department for approval. Therefore, the proposed project will comply with this measure.
Policy VIII.A:	<i>Adopt and maintain development regulations that encourage water and resource conservation.</i>	The project is in compliance with City of Perris Development Code 19.70. Therefore, the proposed project is consistent with this policy.
Measure VIII.A.1:	<i>Use indigenous and/or drought-resistant planting materials and efficient irrigation systems within residential projects as a means of reducing water demand, including smart irrigation systems.</i>	The project is in compliance with City of Perris Development Code 19.70. Therefore, the proposed project will comply with this measure.

<i>Measure VIII.A.2:</i>	<i>Use indigenous and/or drought-resistant planting and efficient irrigation systems in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.</i>	The project is in compliance with City of Perris Development Code 19.70. Therefore, the proposed project will comply with this measure.
<i>Measure VIII.A.4:</i>	<i>Use gray water, water conserving appliances and fixtures within all new commercial and industrial developments.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of gray water. Therefore, the proposed project will comply with this measure.
<i>Measure VIII.A.5:</i>	<i>Use permeable paving materials within proposed developments to deter water runoff and promote natural filtering of precipitation and irrigation waters.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of gray water. Therefore, the proposed project will comply with this measure.
<i>Measure VIII.A.8:</i>	<i>Explore the use of private water well systems for all potable and/or landscaping water use for larger commercial and industrial projects.</i>	The project will connect to water and sewer lines as is discussed in the Water and Sewer Section of the Draft EIR (Section 4.13). A private water well system is not feasible for this project site. Therefore, this measure is not applicable to the proposed project.
<i>Policy VIII.B:</i>	<i>Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of a recycling program. Therefore, the proposed project is consistent with this policy.
<i>Measure VIII.B.3:</i>	<i>Require the installation of recycling bins and provide space for storage and collection of recyclables within development sites.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of a recycling program. Therefore, this measure is not applicable to the proposed project.
<i>Policy VIII.C:</i>	<i>Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of a recycling program. Therefore, the proposed project will comply with this policy.
<i>Measure VIII.C.5:</i>	<i>Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of a recycling program. Therefore, the proposed project will comply with this measure.

<i>Policy IX.A:</i>	<i>Encourage land uses and new development that support alternatives to the single occupant vehicle.</i>	The proposed project's land use designation is consistent with that envisioned in the City's General Plan and the project is served by existing bus routes as a means of alternate modes of transportation to and from work. Therefore, the proposed project is consistent with this policy.
<i>Measure IX.A.1:</i>	<i>Encourage installation of shared vehicle transportation facilities and support within new and refurbished commercial and industrial developments (examples: dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters).</i>	The proposed project would result in the development of employment opportunities in close proximity to existing residential development. In addition, the proposed project will include sidewalks and landscaping treatments to provide for pedestrian access throughout the proposed project site. The type of uses proposed and their proximity to each other allow for increased pedestrian and bicycle activity, limiting the need for vehicle travel. Therefore, the proposed project is consistent with this measure.
<i>Measure IX.A.2:</i>	<i>Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.</i>	The project will adhere to City of Perris Development Codes. Therefore, the proposed project will comply with this measure.
<i>Measure IX.A.4:</i>	<i>Encourage building and site designs that facilitate pedestrian activity (i.e., locating buildings close to the street and providing direct connections to public walkways and neighboring land uses).</i>	The project encourages walkability through placement of buildings and pedestrian circulation facilities and pathways to public walks. Therefore, the proposed project is will comply with this measure.
<i>Measure IX.A.5:</i>	<i>The City shall require all new public and private development to include bike and walking paths wherever feasible.</i>	The project will require bike and walking paths where feasible in accordance with City of Perris Development Codes. Therefore, the proposed project is will comply with this measure.
<i>Measure IX.A.6</i>	<i>The City shall purposely design interconnections between existing and proposed bicycle and walking paths, and trails throughout the city.</i>	The project require bike, walking paths and trails where feasible in accordance with City of Perris Development Codes. Therefore, the proposed project will comply with this measure.
<i>Policy X.A:</i>	<i>Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.</i>	This policy is a City responsibility. However, as discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices and implement mitigation measure MM Air 15 which requires the project to exceed current Title 24 energy standards. Therefore, the proposed project will comply with this measure.
<i>Measure X.A.2:</i>	<i>Encourage energy conservation devices including but not limited to lighting, water heater treatments, solar energy systems, etc. for all residential projects.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices, with the potential of energy conservation devices. Therefore, the proposed project will comply with this measure.
<i>Policy X.B:</i>	<i>Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.

<i>Policy X.C:</i>	<i>Encourage strategic shape and placement of new structures within new commercial and industrial projects.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.
<i>Measure X.C.1:</i>	<i>Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.
<i>Measure X.C.2:</i>	<i>When possible, locate driveways and parking on the east and north sides of the buildings to reduce heat buildup during hot afternoons.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.
<i>Policy XI.A:</i>	<i>The City shall support LEED development standards and gray water usage for all new and refurbished public buildings and facilities. All projects undertaken by the City, or that receive funding from the City or the Redevelopment Agency should be encouraged to utilize green building practices.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.
<i>Policy XI.C:</i>	<i>The City shall encourage Green Building and Sustainable Community actions whenever possible through subsidy funding.</i>	As discussed in Section 4.3 Air Quality, the project is going to adopt several LEED practices. Therefore, the proposed project is consistent with this policy.
Land Use Element		
<i>Policy II.A:</i>	<i>Require new development to pay its full, fair-share of infrastructure costs.</i>	The project will be required to pay development impact fees and/or construct required infrastructure to service the development site Therefore, the proposed project is consistent with this policy.
<i>Policy II.B</i>	<i>Require new development to include school facilities or pay school impact fees, where appropriate.</i>	The project will be required to pay state mandated school impact fees. Therefore, the proposed project is consistent with this policy.

<i>Policy III.A:</i>	<i>Accommodate diversity in the local economy.</i>	<p>According to the City of Perris GP, Planning Area 3 consists of large tracts of land currently used for agriculture. Proximity to the Interstate 215 corridor suggests conversion of agricultural land, over the long term, to uses that are compatible with surrounding commercial and industrial uses. Conversion could enhance the economy of the City by attracting new uses that complement the existing Lowe's and Ross distribution centers and provide jobs for local residents. Nearby residential development may support some level of retail uses in this planning area. This area contains land currently under agricultural cultivation. While the zoning code includes an Agricultural zoning designation, there is no corresponding agricultural land use designation in the City's General Plan. These agricultural lands could be converted to uses that generate revenue and create jobs within the City.</p> <p>The project is consistent with the goals for Planning Areas 3 converting agricultural land to light industrial surrounding light industrial, general industrial, business park and commercial development, and creating additional jobs for surrounding residential development. This project will be compatible with no significant adverse impacts to the applicable policy set forth in the City of Perris GP. Therefore, the proposed project is consistent with this policy.</p>
<i>Measure III.A.1:</i>	<i>Rezone properties to be consistent with the land use map.</i>	By changing the existing zoning designation from "Light Agricultural" to a zoning designation ("Light Industrial") that is compatible with the surrounding land uses will also creates consistencies between the General Plan and Zoning Code. Therefore, the proposed project will comply with this measure.
<i>Policy IV.A:</i>	<i>The General Plan and the Zoning Code shall be revised and updated to maintain consistency with each other, and with regional plans.</i>	By changing the existing zoning designation from "Light Agricultural" to a zoning designation ("Light Industrial") that is compatible with the surrounding land uses will also creates consistencies between the General Plan and Zoning Code. Therefore, the proposed project will comply with this measure.
<i>Measure IV.A.1:</i>	<i>Change the zoning Code and zoning Map to ensure consistency with the Land Use Plan.</i>	By changing the existing zoning designation from "Light Agricultural" to a zoning designation ("Light Industrial") that is compatible with the surrounding land uses will also creates consistencies between the General Plan and Zoning Code. Therefore, the proposed project will comply with this measure.

<i>Policy V.A:</i>	<i>Restrict development in areas at risk of damage due to disasters</i>	The General Plan hazards maps were consulted in the preparation of the Initial Study/NOP (Appendix A) in order to determine whether potential impacts may occur from the proposed project. Where hazards maps indicated that impacts may be significant, impacts were further evaluated in Hazards (Section 4.7) and Hydrology and Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
<i>Measure V.A.1:</i>	<i>Consult hazards maps as part of the review process for all development applications.</i>	The General Plan hazards maps were consulted in the preparation of the Initial Study/ NOP (Appendix A) in order to determine whether potential impacts may occur from the proposed project. Where hazards maps indicated that impacts may be significant, impacts were further evaluated in Hazards (Section 4.7) and Hydrology and Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
Noise Element		
<i>Policy I.A:</i>	<i>The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.</i>	The State of California Noise/Land Use Compatibility Criteria was utilized in analyzing potential noise impacts, as discussed in Noise (Section 4.10). Therefore, the proposed project is consistent with this policy.
<i>Measure I.A.1:</i>	<i>All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise-sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the “Normally Unacceptable” range and prohibited within areas exposed to “Clearly Unacceptable” noise ranges.</i>	Noise impacts from the project were analyzed in an Acoustical Study and summarized and discussed in Section 4.10 Noise. Therefore, the proposed project will comply with this measure.
<i>Measure I.A.3:</i>	<i>Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dBA or greater.</i>	Noise impacts from the project were analyzed in an Acoustical Study and summarized and discussed in Section 4.10 Noise. Therefore, the proposed project will comply with this measure.
<i>Measure I.A.4:</i>	<i>As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.</i>	Noise impacts from the project were analyzed in an Acoustical Study and summarized and discussed in Section 4.10 Noise. Therefore, the proposed project will comply with this measure.

<i>Measure I.A.5:</i>	<i>As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dBA is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.</i>	Noise impacts from the project were analyzed in an Acoustical Study and summarized and discussed in Section 4.10 Noise. Therefore, the proposed project will comply with this measure.
<i>Policy II.A:</i>	<i>Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing noise-sensitive receptors.</i>	The project shall be required to act in accordance with this measure as discussed in Noise (Section 4.10). Therefore, the proposed project is consistent with this policy.
<i>Policy V.A:</i>	<i>New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.</i>	Although this project involves the construction of a new large scale industrial facility, it is not located within 160 feet of sensitive land uses. The nearest sensitive receptor is located approximately 1,379 feet south of the project site. Therefore, the proposed project is consistent with this policy.
<i>Measure V.A.1:</i>	<i>An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City Staff.</i>	Although this project involves the construction of a new large scale industrial facility, it is not located within 160 feet of sensitive land uses. The nearest sensitive receptor is located approximately 1,379 feet south of the project site. Therefore, the proposed project is consistent with this policy.
Safety Element		
<i>Policy I.B:</i>	<i>The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated</i>	As stated in the Initial Study/NOP (Appendix A), the project is outside of the 100-year flood hazard area. Therefore, the proposed project is consistent with this policy.

<i>Measure I.B.5:</i>	<i>Require flood mitigation plans for all proposed projects in the 100 year floodplain (Areas A and AE).</i>	The project will be required to act in accordance with this measure as discussed in Hydrology and Water Quality (Section 4.8). Therefore, the proposed project will comply with this measure.
<i>Policy I.C:</i>	<i>Reduce the risk of damage from fires.</i>	The project shall be required to consider building placement per the City's development code and the California Building Codes, thus reducing the risk of damages that could be caused by fire. Therefore, the proposed project is consistent with this policy.
<i>Measure I.C.2:</i>	<i>Adopt landscaping standards to include a fire-resistant plant palette, where appropriate.</i>	The project will be in compliance with City of Perris Development Code 19.70. Therefore, the proposed project will comply with this measure.
<i>Measure I.C.3:</i>	<i>Enforce current California Building Code standards to exclude the use of materials that pose a fire risk such as untreated wood roofing materials.</i>	The project will be required to receive approval of construction plans which will be reviewed for compliance with the current California Building Code (International Building Code). Therefore, the proposed project will comply with this measure.
<i>Measure I.C.5:</i>	<i>Maintain appropriate setback requirements in the Zoning Code for new development or redevelopment to prevent spread of fire.</i>	All proposed on-site structures are setback appropriately to the Zoning Code regulations. During plan check, the construction method and materials will be designated by building separation as defined in the City of Perris building codes. Therefore, the proposed project will comply with this measure.
<i>Policy I.D:</i>	<i>Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.</i>	As discussed in Section 4.2, the project was evaluated against the 2005 AICUZ, the 1984 ALUP, and the 1986 Airport Influence Area Map. Therefore, the proposed project will comply with this measure.
<i>Policy I.E:</i>	<i>Seismic Hazards-All development will be required to include adequate protection from damage due to seismic incidents.</i>	The project will be required to receive approval of construction plans which will be reviewed for compliance with the current California Building Code (International Building Code) – which addresses seismic concerns. Therefore, the proposed project is consistent with this policy.
<i>Measure I.E.1:</i>	<i>Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.</i>	The project will be required to receive approval of construction plans which will be reviewed for compliance with the current California Building Code (International Building Code) – which addresses seismic concerns. Therefore, the proposed project will comply with this measure.
<i>Policy II.A:</i>	<i>The City shall require roadway improvements to expedite quick and safe travel by emergency responders.</i>	The project will comply with the City of Perris Development Codes to designate fire access drive aisles designed to meet the City's standards of emergency responders. Therefore, the proposed project is consistent with this policy.

According to the City of Perris General Plan, Planning Area 3 consists of large tracts of land currently used for agriculture. Proximity to the Interstate 215 corridor suggests conversion of agricultural land, over the long term, to uses that are compatible with surrounding commercial and industrial uses. Conversion could enhance the economy of the City by attracting new uses that complement the existing Lowe's and Ross distribution centers and provide jobs for local residents. Nearby residential development may support some level of retail uses in this planning area. This area contains land currently under agricultural cultivation. While the zoning code includes an Agricultural zoning designation, there is no corresponding agricultural land use designation in the City's General Plan. These agricultural lands could be converted to uses that generate revenue and create jobs within the City. The proposed project is consistent with the goals for Planning Area 3, converting agricultural land to a light industrial distribution center, complementing surrounding light industrial development, and creating additional jobs for surrounding residential development. This project will be compatible with no significant adverse impacts to the applicable policy set forth in the City of Perris General Plan.

The project is proposed a change to the existing light agricultural zoning on the project site, to match the General Plan light industrial land use designation. This change of zone will be compatible with no significant adverse impacts to the applicable policy and land use designations set forth in the City of Perris General Plan.

The project area currently consists of agricultural-zoned land that represents 42% of the City's agricultural zoning, although there is no agricultural land use designation in the General Plan. The largest land use designation within Planning Area 3 is Light Industrial. The General Plan plans to expand the light industrial and commercial land uses due to the close proximity to Interstate 215, a cargo airport, rail lines, and other commercial and industrial land uses. Conversion of agricultural land to light industrial and commercial uses is compatible with surrounding land uses and consistent with the General Plan with the intention of promoting economic growth within an undeveloped area in the City of Perris.

The General Plan land use designations for the project property are Light Industrial and Public/Semi-Public Facilities/Utilities. These designations allow limited assembly and packaging operations, self-storage warehouses, distribution centers, and business-to-business retail operations. The minimum lot size for this land use is 10,000 square feet. The project is proposing a 1,191,080 square foot distribution center, which falls within the requirements of the General Plan land use designation for Light Industrial.

The current zoning for the project site is A1 (Light Agriculture), which is inconsistent with the General Plan Land Use Designations of Light Industrial and Public/Semi-Public Facilities/Utilities. The project includes a Change of Zone from A1 (Light Agricultural) to LI (Light Industrial) which would be consistent with the General Plan, and General Plan Policy IV.A, to make the General Plan and zoning consistent with each other. Therefore, the proposed project is considered to be consistent with the Land Use Plan set forth in the General Plan. Once the Change of Zone is approved, the project will be consistent with the proposed zoning and development standards established for the project. With the approval of the project, the project will have **less than significant** impacts without any further need for mitigation, regulatory

compliance, or design considerations. Also, the project is considered to have **less than significant** impacts related to land use policies.

Regional Plans

Air Quality Management Plan

Air Quality (Section 4.3) of this Draft EIR, examines the proposed project's consistency with the adopted AQMP. Since the project will be developed with land uses that are in accordance with the approved general plan land use designations of Light Industrial and Public/Semi-Public Utilities, the project is also considered to be in compliance with the AQMP and **impacts are considered to be less than significant**. Therefore, the proposed project is consistent with the AQMP.

Regional Comprehensive Plan

SCAG's Final 2008 Regional Comprehensive Plan (RCP) adopted in October 2008 has ten chapters with each chapter based on a specific area of planning or resource management. The document is described as a regional policy framework for future land use decisions in Riverside County that respects the need for strong local control, but that also recognizes the importance of regional comprehensive planning for issues of regional significance.

SCAG Regional Growth Forecasts

The SCAG 2008 RTP Growth Forecast projects a Year 2035 population of 2,550,865 persons within the Western Riverside County Subregion. The Subregion area comprises the cities of Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, and Temecula, as well as unincorporated Riverside County. **Table 4.9-B, SCAG Western Riverside County Subregion Forecasts**, reflects SCAG's population forecasts for the entire Western Riverside County Subregion.

Table 4.9-B, SCAG Western Riverside County Subregion Forecasts

	2015	2020	2025	2030	2035
Population	1,918,962	2,096,539	2,262,989	2,414,254	2,550,865
Households	609,218	671,932	727,620	780,741	828,545
Employment	691,260	797,626	901,163	1,005,923	1,098,233

These forecasts have been broken down to separate growth within the cities from that in the unincorporated areas. **Table 4.9-C, SCAG City of Perris Forecasts**, depicts SCAG population, household, and employment forecasts for the City of Perris, which includes the proposed project site.

Table 4.9-C, SCAG City of Perris Forecasts

	2015	2020	2025	2030	2035
Population	64,220	71,468	78,671	84,881	90,951
Households	16,789	18,357	20,188	21,988	23,825
Employment	19,300	20,315	22,690	25,370	27,671

Employment/Housing Balance Policies

SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California*, states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." The SCAG region as a whole is, by definition, balanced. The SCAG region as a whole is projected to have 1.33 jobs per housing unit in 2035 under SCAG's 2008 RTP Growth Forecast.

The proposed project intends to establish a development area for a light industrial project, which will bring an additional 1,156 jobs/employees to the area. SCAG's, *The New Economy and Jobs/Housing Balance in Southern California*, further defines jobs/housing balance for this region as an area extending about 14 miles around an employment center with a ratio between jobs and household on the order of 1.0 - 1.29 jobs per household. The proposed project will provide employment opportunities for residents within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections.

Project/Regional Growth Forecast Comparative Analysis

The project applicant is proposing approximately 1,191,080 square feet of light industrial development. A breakdown of the development maximum potential and the land use is set forth in **Table 4.9-D, Development Intensity and Employee Projections**. Appendix E, *Buildout Assumptions & Methodology*, of the RCIP General Plan EIR identifies employment generation factor of (1) one employee per 1,030 square feet of light industrial floor space. This project is projected to create jobs for an estimated 1,156 employees.

Table 4.9-D, Development Intensity and Employee Projections

Development Type	Acres	Employee/SQ. FT. factor	Floor Area Ratio	Building Square Footages	Employees per Development Ratios
			Proposed	Proposed	Proposed
Light Industrial	61.63	1,030**	n/a	1,191,080	1,156.4

* Floor Area Ratio is the gross building area of all floors divided by the lot area, from City of Perris General Plan June 14, 2005.

** Data from Riverside County General Plan EIR Appendix E.

The creation of 1,156 new jobs comprises 5.9 percent of the forecasted employment for the City in 2015 and 4.2 percent in 2035. For the Western Riverside County Subregion, the project will constitute .2 percent of the forecasted employment in 2015 and 0.1 percent in 2035.

The jobs/housing ratio for Western Riverside County is projected to be 1.13 in 2015, 1.19 in 2020, 1.24 in 2025, 1.29 in 2030 and 1.33 in 2035. Therefore, Western Riverside County is projected to be a jobs/housing balanced area. The jobs/housing ratio for the City of Perris is projected to be 1.15 in 2015, 1.11 in 2020, 1.12 in 2025, 1.15 in 2030 and 1.16 in 2035. Therefore, the City of Perris is also a jobs/housing balanced area. By implementation of the proposed project, the City will further improve the jobs/housing balance.

Even though the proposed project is located within a jobs/housing balanced area, it still provides the opportunity to create additional jobs that will help further balance the ratio between jobs and households. The project will provide employment and service opportunities for residents within the same local region, thereby contributing to an overall jobs/housing balance, and in effect, lessening the expanding market by limiting the need for residents to leave the areas for these opportunities. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections.

Regional Plans affecting the project are the SCAG Regional Comprehensive Plan and Guide (RCPG) Policies. The project's consistency with these policies is discussed in **Table 4.9-E, Consistency with Regional Plans.**

Table 4.9-E, Consistency with Regional Plans

REGIONAL PLAN POLICY	PROJECT CONSISTENCY WITH REGIONAL PLAN POLICY
<i>RCPG Growth Management Chapter (GMC) Policy 3.01</i> – The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.	The project site is designated as “Light Industrial” by the City of Perris General Plan. SCAG’s population, housing, and jobs forecasts reflect local plans and policies, and therefore, reflect the land use designations of the adopted General Plan. Uses within the project are expected to generate 1,156 additional jobs. These additional jobs support the achievement of the jobs forecast, as adopted by SCAG’s Regional Council.
<i>GMC Policy 3.03</i> – The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region’s growth policies.	The timing of other public facilities, utility systems, and transportation systems within the area is determined by the public agencies providing those services. The proposed project is required to construct or pay “fair share” fees to finance the construction of infrastructure and public facilities needed to serve the project. Nevertheless, GMC Policy 3.03 places a requirement upon SCAG to implement the region’s growth policies and for this reason, GMC Policy 3.03 is not considered to be applicable to individual development projects such as the proposed project.
<i>GMC Policy 3.05</i> – Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and makes better use of existing facilities.	The proposed project is within an area that has been planned for light industrial land uses since the adoption of the City of Perris General Plan. There is existing infrastructure such as roads, water, sewer and storm drain infrastructure within the area, but some infrastructure will need to be constructed per EMWD’s Sewer and Water Master Plan to serve this rapidly developing area. These infrastructure elements will be extended into the project site as a condition of its development. Therefore, the project is considered to be consistent with GMC Policy 3.05.
<i>GMC Policy 3.09</i> – Support local jurisdictions’ efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.	The project site is or will be served by existing and proposed roads, water and sewer lines and other infrastructure. Extensions of these facilities will be constructed by the project proponent or paid for through the “fair share” fees paid by the project and other development within the surrounding area. Therefore, the project is considered to be consistent with this policy.
<i>GMC Policy 3.10</i> – Support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic viability and competitiveness.	The proposed project is a development proposal that is consistent with the City of Perris General Plan land use designation. No additional entitlement approvals will be required if the proposed project is approved. For this reason, GMC Policy 3.10 is considered to be not applicable to the Perris Distribution Center.
<i>GMC Policy 3.12</i> – Encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	To encourage alternative modes of transportation and to be consistent with the City of Perris General Plan policies, the proposed project will be served by RTA routes 19 and 41.

REGIONAL PLAN POLICY	PROJECT CONSISTENCY WITH REGIONAL PLAN POLICY
GMC Policy 3.14 – Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.	The project site is not located at a strategic point along a regional commuter rail transit system. Metrolink plans to extend its service between the cities of Riverside and Perris by 2008-2010. Therefore, the project is considered to be consistent with this policy.
GMC Policy 3.18 – Encourage planned development in locations least likely to cause environmental impact.	The project site is designated as “Light Industrial” by the City of Perris General Plan. The potential environmental impacts of development pursuant to the General Plan were evaluated through preparation of an Environmental Impact Report. The General Plan determined the suitability of property within the City for the designated development intensities. The proposed project does not propose any additional development that is not anticipated within the General Plan. Therefore, this project is consistent with the project site’s General Plan land use designation and considered to be consistent with GMC Policy 3.18.
GMC Policy 3.20 – Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.	The project site has historically been used for agricultural uses and minimal opportunity remains for the property to contain vital resources. Section 4.4 of this DEIR discusses potential impacts upon biological resources. This section discusses potential impacts to endangered plants and animals and the potential for impacts to wetlands. All potential impacts to biological resources can be mitigated to below the level of significance. Therefore, the proposed project is consistent with GMC Policy 3.20.
GMC Policy 3.21 – Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.	Potential impacts to cultural resources and archaeological sites are addressed in detail in Section 4.5 of this DEIR. The project site was surveyed for cultural resources. Following implementation of the mitigation measures set forth in Section 4.5, potential impacts to any known cultural resources and any unknown cultural resources accidentally discovered during grading will be reduced to below the level of significance. Through implementation of the mitigation measures, proposed project will be consistent with GMC Policy 3.21.
GMC Policy 3.22 – Discourage development, or encourage the use of special design requirements, in areas of steep slopes, high fire, flood, and seismic hazards.	The Rados Distribution Center site is not located within an area that is subject to high fire, flood, or seismic hazards. The site is characterized by topography with no steep slopes and no significant or unique surface features. Therefore, the proposed project is consistent with GMC Policy 3.22.
GMC Policy 3.23 – Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	The proposed project site will generate additional truck traffic which will create noise impacts. Potential project-related impacts to noise are addressed in detail in Section 4.10 of this DEIR. Biological and ecological resources are discussed in Section 4.4 (Biological Resources) and Section 4.6 (Geology and Soils) of this DEIR. All feasible mitigation measures related to these issues are set forth in those sections and will be implemented during development of the proposed project. Therefore, the proposed project is consistent with GMC Policy 3.23.

REGIONAL PLAN POLICY	PROJECT CONSISTENCY WITH REGIONAL PLAN POLICY
GMC Policy 3.27 – <i>Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.</i>	Community services such as public education, health care, social services, law enforcement, and fire protection are provided by local agencies and beyond the scope of the proposed project, although “fair share” fees for these services will be paid by the project pursuant to City requirements. The project will not generate a need for recreational facilities and therefore, does not include park sites. The proposed project is considered to be consistent with GMC Policy 3.27.
<p>RTP Policy 4.01 – <i>Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.</i></p> <p><u>Mobility</u> – <i>Transportation systems should meet the public need for improved access, and for safe, comfortable, convenient, faster, and economical movements of people and goods.</i></p> <p><u>Accessibility</u> – <i>Transportation systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.</i></p> <p><u>Environment</u> – <i>Transportation systems should sustain development and preservation the existing system and the environment.</i></p> <p><u>Reliability</u> – <i>Transportation systems should have reasonable and dependable levels of service by mode.</i></p> <p><u>Safety</u> – <i>Transportation systems should provide minimal accident, death, and injury.</i></p> <p><u>Equity/Environmental Justice</u> – <i>The benefits of transportation investments should be equitably distributed among the ethnic, age, and income groups.</i></p> <p><u>Cost-Effectiveness</u> – <i>Maximize return on transportation investment (all trips). Air Quality, Mobility, Accessibility, and Safety.</i></p>	<p>The proposed project is not a transportation improvement project and will not establish a new transportation system nor create significant changes to the existing transportation system.</p> <p>The proposed project will support the <i>Mobility</i> and <i>Accessibility</i> objectives by: improving or maintaining a Level of Service (LOS) C/D or better during the peak traffic hours; improving and widening all roadways bordering the site to the ultimate half-section widths.</p> <p>Project-related impacts upon traffic and transportation are discussed in Section 4.13 of this DEIR. The mitigation measures, set forth in that section require specified improvements to the local transportation network, in order to reduce potential impacts to below the level of significance.</p> <p>The proposed project has the potential to increase the LOS levels at some intersections. However, the project proponent is contributing to a fair share fund to improve the existing conditions at several area intersections.</p> <p>Project development will result in on and off-site road improvements that will benefit persons, of all social and economic groups, who utilize these roads. Road improvements meet established design requirements for public safety.</p> <p>The proposed project is consistent with RTP Policy 4.01</p>
RTP Policy 4.02 – <i>Transportation investments shall mitigate environmental impacts to an acceptable level.</i>	<p>Project-related impacts upon traffic and transportation are discussed in Section 4.13 of this DEIR. The mitigation measures set forth in that section require specified improvements to the local transportation network.</p> <p>Implementation of these mitigation measures reduces potential impacts to below the level of significance. Therefore, the proposed project is considered to be consistent with this policy.</p>

REGIONAL PLAN POLICY	PROJECT CONSISTENCY WITH REGIONAL PLAN POLICY
<i>RTP Policy 4.04 – Transportation Control Measures shall be a priority.</i>	Project-related impacts upon traffic and transportation are discussed in Section 4.13 of the Draft EIR. The mitigation measures set forth in that section require the proposed project developer to contribute its fair share to required transportation control measures. Therefore, the project is considered consistent with this policy.
<i>RTP Policy 4.16 – Maintaining and operating the existing transportation system will be a priority over expanding capacity.</i>	<p>The proposed project is not a transportation improvement project and will not establish a new transportation system nor create significant changes to the existing transportation system.</p> <p>Project-related impacts upon traffic and transportation are discussed in Section 4.13 of this DEIR. The mitigation measures, set forth in that section, require specified improvements to the local transportation network in order to reduce potential impacts to below the level of significance.</p> <p>Therefore, the proposed project is considered to be consistent with RTP Policy 4.16.</p>
<i>GMC Air Quality Chapter Action 5.07 – Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunication, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.</i>	The establishment of new programs and associated actions to create options to SCAG’s command and control regulations is the responsibility of SCAG and beyond the scope of this project. For this reason, GMC Air Quality Chapter Action 5.07 not considered to be applicable to the proposed project.
<i>GMC Air Quality Chapter Action 5.11 – Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, Subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.</i>	Potential impacts to land use and planning issues are discussed in Section 4.9 of this DEIR. This DEIR considers potential project-related impacts to air quality (Section 4.3), and transportation (Section 4.13), as well as other potentially significant impacts. It is prepared and processed pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code, Sections 21000 <u>et seq.</u>), the CEQA Guidelines (California Code of Regulations, Sections 15000 <u>et seq.</u>), and City of Perris local guidelines for implementing CEQA. The environmental document review process set forth in these regulations have been complied with and will ensure the opportunity for review and comment by all appropriate levels of government. The proposed project and its related-EIR are consistent with GMC Air Quality Chapter Action 5.11.
<i>GMC Water Quality Chapter Recommendation and Policy 11.07 – Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.</i>	The proposed project is not typically considered a large generator of wastewater. Water treatment and service will be provided by Eastern Municipal Water District (EMWD). This project would not affect or obstruct any EMWD goals and policies regarding reclaimed water. Pursuant to the provisions of EMWD Ordinance 72.22, the district has the power to require the use of recycled water instead of potable water for landscape irrigation purposes for new industrial accounts. Therefore, the proposed project is consistent with this policy.

REGIONAL PLAN POLICY	PROJECT CONSISTENCY WITH REGIONAL PLAN POLICY
<p>Growth Visioning – The following “Regional Growth Principals” are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents:</p> <p><i>Principal 1: Improve mobility for all residents.</i></p> <ul style="list-style-type: none"> • Encourage transportation investments and land use decisions that are mutually supportive. • Locate new housing near existing jobs and new jobs near existing housing. • Encourage transit-oriented development. • Promote a variety of transit choices. <p><i>Principal 2: Foster livability in all communities.</i></p> <ul style="list-style-type: none"> • Promote infill development and redevelopment to revitalize existing communities. • Promote developments which provide a mix of uses. • Promote “people scaled” walking communities. • Support the preservation of stable, single-family neighborhoods. <p><i>Principal 3: Enable prosperity for all people. Provide, in each community, a variety of housing types to meet the housing needs of all income levels.</i></p> <ul style="list-style-type: none"> • Support educational opportunities that promote balanced growth. • Ensure environmental justice regardless of race, ethnicity, or income class. • Support local and state fiscal policies that encourage balanced growth. • Encourage civic engagement. <p><i>Principal 4: Promote sustainability for future generations.</i></p> <ul style="list-style-type: none"> • Preserve rural, agricultural, recreational, and environmentally sensitive areas. • Focus development in urban centers and existing cities. • Development strategies to accommodate growth that uses resources efficiently, eliminate pollution, and significantly reduce waste. • Utilize “green” development techniques. 	<p>The proposed project is consistent with the project site’s “Light Industrial” land use designation as established in the City of Perris General Plan. Although, the project proposes light industrial uses, this use is similar in nature and consistent with uses found in the surrounding area.</p> <p>The proposed project is located within an area that has been planned for business park and light industrial land uses since the adoption of the General Plan. Roads, water, sewer, and storm drain infrastructure are being constructed within the area to serve the rapidly developing area per the EMWD Master Plan. These infrastructure elements will be extended into the project site as a condition of its development. The concentrated development within this region will utilize resources more efficiently thereby creating less pollution.</p> <p>The project will comply with all federal, state, and local requirements for the reduction of waste and conservation of water resources.</p> <p>For these reasons, the proposed project is considered to be consistent with these “Growth Visioning” principles.</p>

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). By changing the existing zoning designation from “Light Agricultural” to a zoning designation (“Light Industrial”) that is compatible with the surrounding land uses will also creates consistencies between the General Plan and Zoning Code. Impacts were found to be **less than significant**; therefore, no mitigation measures are necessary.

The Land Use and Planning issues related to the project have been determined to be less than significant. Therefore, no Land Use and Planning mitigation is necessary. Mitigation measures related to other compatibility issues arising from the proposed land use changes and potential project impacts are identified in the following sections of this document: Agricultural Resources (Section 4.1), Airports (Section 4.2), Air Quality (Section 4.3), Biological Resources (Section 4.4), Noise (Section 4.10) and Transportation and Traffic (Section 4.13).

With implementation of the mitigation measures set forth in the Airports (Section 4.2), Air Quality (Section 4.3), Biological Resources (Section 4.4), Noise (Section 4.10) and Transportation and Traffic (Section 4.13) sections of this EIR, potential impacts due to land use and planning issues were determined to be less than significant and additional mitigation measures are not required.

The proposed project is consistent with the regional and local growth forecasts and the SCAG RCPG Policies and the SCAG RTP. Therefore, it is determined that the proposed project’s potential impacts related to consistency with regional plans are below the level of significance. Consequently mitigation measures specifically related to this issue are not required.

Summary of Environmental Effects After Mitigation Measures Are Implemented

Implementation of the proposed project will not conflict with any applicable land use or conservation plans. Impacts are considered **less than significant**.

All potential direct impacts of the project related to consistency with regional plans will be less than significant. Mitigation measures are not required to reduce potential impacts from the proposed project to a level that is less than significant.

With implementation of the mitigation measures set forth in the Agricultural Resources (Section 4.1), Airports (Section 4.2), Air Quality (Section 4.3), Biological Resources (Section 4.4), Noise (Section 4.10) and Transportation and Traffic (Section 4.13) sections of this EIR, all potential impacts of the project related to general plan and zoning consistency, and land use and planning will be reduced to a less than significant level.

4.10 NOISE

Potential impacts related to private airport noise were found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts both to and from the project including: exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and exposure of people residing or working in the project area to excessive noise levels from airport noise.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- Albert A. Webb Associates, *Preliminary Acoustical Impact Analysis for Rados Distribution Center*, September 29, 2009. (Appendix I)
- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on December 9, 2008.)
- FTA, *Transit Noise and Vibration Impact Assessment*, May 2006. (Available at www.fta.dot.gov/planning/environment/planning_environment_2233.html)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 1998. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 2005. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)

Setting

The project site is bounded by Indian Avenue to the east, Rider Street to the south, and Webster Avenue to the west, approximately 556 feet east of Interstate 215 and 0.8 miles south of Ramona Expressway, in the City of Perris, Riverside County, California. The surrounding existing land uses include: a distribution warehouse to the north; a crop field to the east; an auction facility to the south; and a crop field to the west. The surrounding General Plan land use designations include: Light Industrial and Public/Semi-Public Facilities/Utilities to the north; Light Industrial and Public/Semi-Public Facilities/Utilities to the east; Business Park to the south; and Light Industrial and Public/Semi-Public Facilities/Utilities to the west.

Existing noise levels near the proposed project site derive mainly from vehicular sources along Indian Avenue, Morgan Street, and Rider Street. The nearest noise-sensitive land uses are residences located approximately 0.26 miles (1,379 feet) south of the site, located on the west

side of Susan Lane. Interstate 215 is approximately 0.12 miles west of the project site. At this distance, the freeway noise is a steady hum with little change in pitch or intensity and is not a significant source of noise to the project.

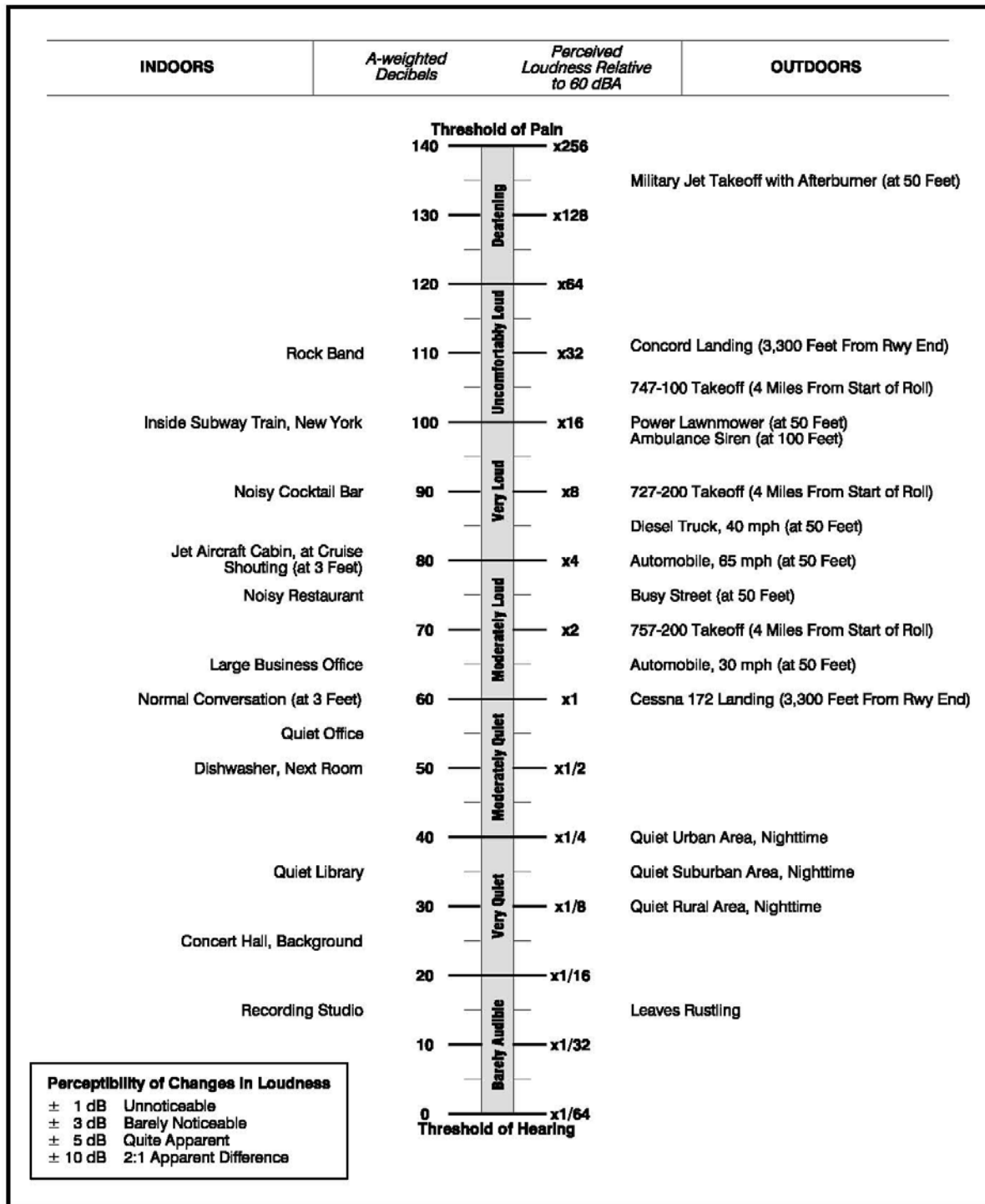
Acoustical Analysis Background

Noise is defined as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner that is similar to the Richter scale used for earthquake magnitudes. In the case of noise, a doubling of the energy from a noise source, such as the doubling of a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. **Figure 4.10-1, Typical Decibel Level of Common Sounds**, shows the relationship of various noise levels to common noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq} or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a three hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10 p.m. and 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weights only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

Sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Other receptors include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards.

Figure 4.10-1
Typical Decibel Level of Common Sounds



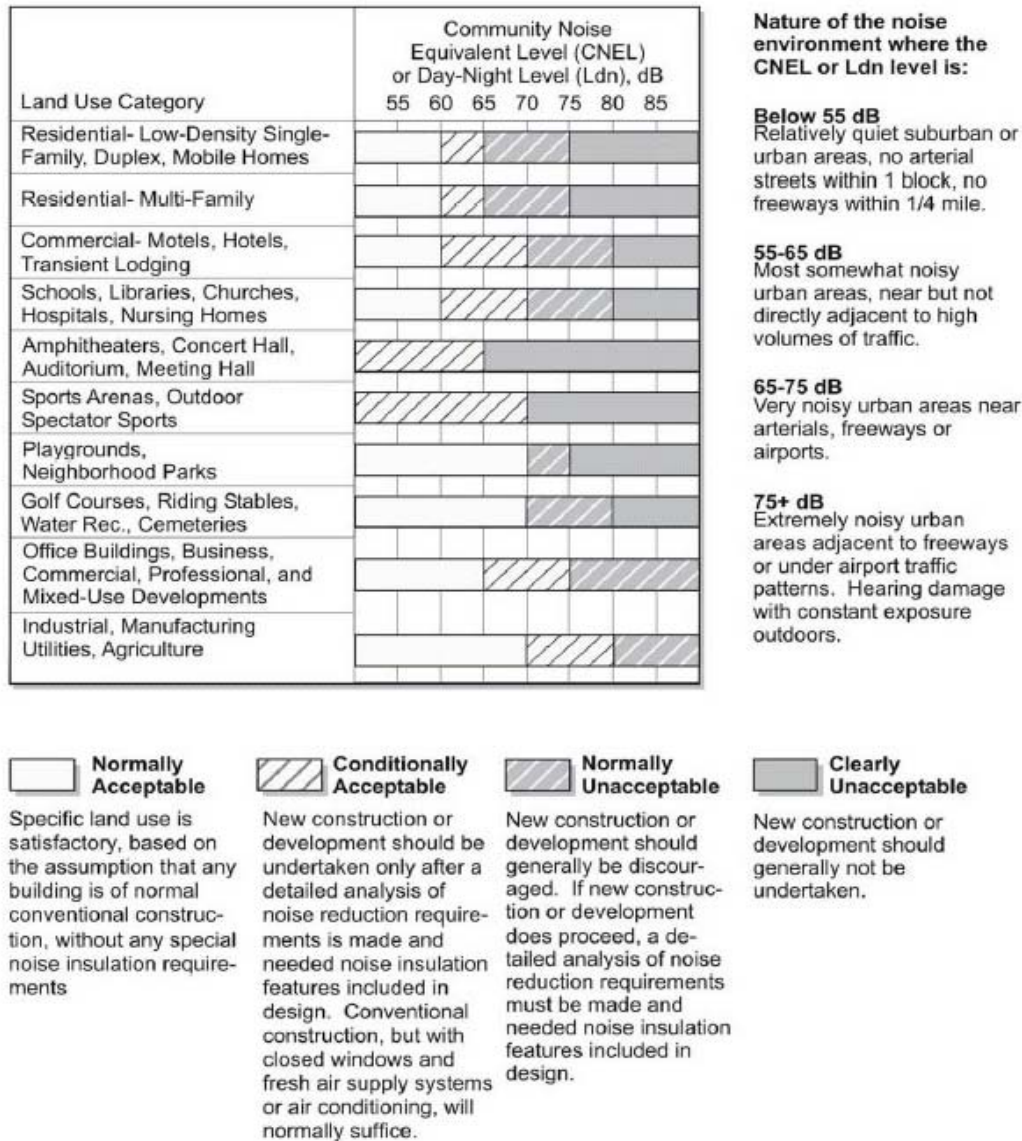
Source: California Airport Land Use Planning Handbook (January 2002), Page 6-5

Noise exposure standards have been developed by the State of California and recommended for inclusion into the Noise Element of local general plans. The City of Perris has adopted a modified version of the state guidelines in its Noise Element. **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**, shows the matrix of exterior noise exposures considered acceptable for various land uses. According to the data provided in **Figure 4.10-2**, exterior noise impacts upon industrial land uses are normally acceptable up to 70 dBA CNEL; and conditionally acceptable up to 80 dBA CNEL. In this regard, the phrase “normally acceptable” is defined by the City as “specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.” Likewise, the phrase “conditionally acceptable” is defined as “new construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.”

Existing Noise Levels

Existing noise levels throughout the vicinity of the proposed project derive mainly from vehicular sources on the surrounding roads. Elevated noise levels are typically confined to a narrow corridor along these roads. Project-related trips will be concentrated near the project site and then become progressively diluted as traffic spreads out throughout the region. In order to determine project-specific noise increases along the 17 roadway segments identified in the noise study, CNEL levels were calculated at a uniform but arbitrary distance of 50 feet from roadway centerline. The vehicle mix and speeds used to calculate the vehicular noise impacts were derived from Appendix D of the Noise Element from the City of Perris General Plan. The reference noise levels take into account the type of the roadway (i.e., Type 1, Type 2) which is indicative of the vehicle mix (see **Table 4.10-C** for details). The existing noise levels on roadways within the project vicinity are presented in **Table 4.10-A, Noise Levels at 50 Feet from Centerline Under Existing Conditions**.

Figure 4.10-2
Land Use Compatibility for Community Noise Exposure



The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Source: Exhibit N-1, City of Perris General Plan 2004, Noise Land Use/Noise Compatibility Guidelines.

Table 4.10-A
Noise Levels at 50 Feet from Centerline Under Existing Conditions

Road Segment	Existing	
	ADT ¹	dBA CNEL ²
Webster Avenue		
n/o Rider Street	- -	- -
n/o Morgan Street	2700	63.8
Indian Avenue		
n/o Placentia Avenue	2500	63.5
n/o Rider Street	3600	65.1
n/o Morgan Street	2700	63.8
n/o Ramona Expressway	100	49.5
n/o Markham Street	200	52.5
n/o Oleander Avenue	3400	64.8
Oleander Avenue		
e/o I-215	7500	68.3
w/o Indian Avenue	6200	67.4
Ramona Expressway		
w/o I-215	16400	71.7
e/o I-215	26200	73.7
w/o Webster Avenue	25200	73.5
w/o Indian Avenue	21000	72.7
e/o Indian Avenue	21500	72.8
Rider Street		
w/o Indian Avenue	2700	63.8
w/o Perris Boulevard	4200	65.7

¹ ADT = Average Daily Traffic

² CNEL = Community Noise Equivalent Level

Related Regulations

State of California Noise Insulation Standards

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission revised the noise standards (California Noise Insulation Standards).

State of California Vehicular Code

Recent studies have shown that the most objectionable feature of traffic noise is the sound produced by vehicles equipped with illegal or faulty exhaust systems. In addition, such vehicles are often operated in a manner that causes tire squeal and excessively loud exhaust noise. A number of California State vehicle noise regulations can be enforced by local authorities as well as the California Highway Patrol. These include § 23130, § 23130.5, § 27150, and § 38275 of the California Vehicle Code, as well as excessive speed laws, which may be applied to curtail traffic noise:

§ 23130 and § 23130.5 establish maximum noise emission limits for the operation of all motor vehicles at any time under any conditions of grade, load, acceleration, or deceleration.

§ 27150 require motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

§ 38275 require off-highway motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

The California Highway Patrol and the Department of Health Services (through local health departments) are available to aid local authorities in code enforcement and training pursuant to proper vehicle sound level measurements.

Municipal Code

Section 7.34.060 of the Municipal Code limits the hours of construction to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours and on Sundays and legal holidays, except for Columbus Day and Washington's Birthday. Construction activity shall also not exceed 80 dBA in residential zones in the City.

City of Perris Noise Element

The California Government Code requires that a noise element be included in the General Plan of each county and city in the state. The Noise Element of the City of Perris General Plan is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels. The Noise Element of the City's General Plan establishes exterior and interior noise standards for the evaluation of compatibility between land uses in the City. The guidelines adopted by the City of

Perris are included in the City's 2004 General Plan and is shown in **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**. The City specifies outdoor and indoor noise limits for new residential uses, places of worship, educational facilities, hospitals, hotels/motels, commercial, industrial, and other land uses. Exterior noise levels at new industrial projects may reach up to 80 dBA CNEL provided that conventional construction techniques are used and that fresh air supply systems and/or air conditioning are provided so that windows may be kept closed; thus providing acceptable exterior to interior noise reduction.

City of Perris General Plan Policies

As discussed above, one of the goals of the Noise Element of the General Plan is that future land uses are compatible with projected noise environments. For the proposed light industrial project, "Conditionally Acceptable" noise levels extend up to 80 dBA.

Another goal in the Noise Element of the General Plan is to mitigate stationary noise impacts, from non-residential land uses upon noise-sensitive land uses, to a normally acceptable level. The corresponding policy provides that commercial/industrial projects should mitigate noise impacts to an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria. For residential uses, 60 dBA to 65 dBA is considered conditionally acceptable.

Additionally, the General Plan lists a change in 5 dBA as being readily discernable to most people in an exterior environment. Given that this would be an increase that would be considered reasonable for someone to perceive, an increase in 5 dBA will be used as a threshold of significance for impacts to sensitive land uses. Additionally, where 60 dBA is exceeded and the project causes an increase of 3 dBA or more at a sensitive land use, impacts are considered significant.

The specific General Plan goals, policies, and measures are as follows:

Noise Element

The City of Perris General Plan Noise Element contains goals, policies, and implementation measures applicable to the proposed project, as follows:

Goal I – Land Use Siting: Future land use compatible with project noise environments

Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measure I.A.1: All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

Goal V – Stationary Noise Sources: Future non-residential land uses compatible with noise sensitive land uses

Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Implementation Measure V.A.1: An acoustical impact analysis shall be prepared for new industrial and large scale commercial/industrial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility, as well as, all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received.

The State of California Noise/Land Use Compatibility Criteria adopted by the City is shown in **Figure 4.10-2**. As shown on **Figure 4.10-2**, exterior noise levels at new industrial projects may reach up to 80 dBA CNEL provided that conventional construction techniques are used and that fresh air supply systems and/or air conditioning are provided so that windows may be kept closed; thus, providing acceptable exterior to interior noise reduction. This would be required for the quiet areas of the proposed buildings, such as offices; but not the active warehouse uses.

The noise impacts from construction are addressed in Appendix C of the Noise Element of the City of Perris General Plan 2030 (General Plan). The Noise Element defines construction noise as the following:

Noise levels will vary with the type of equipment and size of the active construction zone. Assuming that construction was to occur for 8-hours a day, the CNEL is calculated at 84 dBA at 50 feet (83 dBA CNEL for residential construction). The 65-dBA CNEL contour would fall at a distance of about 446 feet (397 feet for residential construction). The City recognizes that construction noise is difficult to control and has established allowable hours for this intrusion. Section 18-63 of the Municipal Code, “Enumeration of Prohibited Noises” provides an exemption for noise from construction and repair work as long as these activities are limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays. Because construction activities are typically limited to weekdays during daylight hours, this noise impact is considered a nuisance or annoying, rather than a significant impact. Continued compliance with these restrictions will reduce construction noise impacts to a level considered less than significant.

Design Considerations

There are no aspects of the proposed project's design that would reduce noise impacts.

Thresholds of Significance

The City of Perris has not adopted its own of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to and from noise may be considered potentially significant if the proposed project would:

- result in exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- result in exposure of persons to or generation of excessive ground-born vibration or ground-born noise levels;
- result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- result in exposure of people residing or working in the project area to excessive noise levels from airport noise; and/or
- result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

There is no official “industry standard” of determining significance for noise impacts. However, typically, a jurisdiction will identify either a 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The City of Perris Noise Element in the General Plan states that a change in 5 dBA is “readily discernable to most people in an exterior environment.” Accordingly, an increase in 5 dBA is considered significant for all sensitive receptors along road segments that do not exceed 60 dBA. Additionally, per the City of Perris, for sensitive receptors, if the noise increase would meet or exceed the City's 60 dBA CNEL standard, then an increase of 3 dBA would also be considered significant.

Environmental Impacts Before Mitigation

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

The proposed project involves the development of an approximately 1,191,080 square-foot distribution center on a 61.63-acre parcel. The distribution center will have 1,169,480 square feet of warehouse space and 21,600 square feet of office space. The project includes overflow trailer parking located on Metropolitan Water District's (MWD) property located immediately north of the project site. The project site is bounded by Indian Avenue to the east, Rider Street to the

south, and Webster Avenue to the west, approximately 556 feet east of Interstate 215 and 0.8 miles south of Ramona Expressway, in the City of Perris, Riverside County, California.

The surrounding existing land uses include: a distribution warehouse to the north; a crop field to the east; an auction facility to the south; and a crop field to the west. The surrounding General Plan land use designations include: Light Industrial and Public/Semi-Public Facilities/Utilities to the north; Light Industrial and Public/Semi-Public Facilities/Utilities to the east; Business Park to the south; and Light Industrial and Public/Semi-Public Facilities/Utilities to the west.

A total of 353 parking stalls have been designed to accommodate trailer parking on the project site. The project has loading docks located along the north side of the building with 131 truck bays; and, 123 truck bays are located along the south side of the building for a total of 254 truck bays. The hours of operation have not been established, as a future tenant of the proposed building has not yet been determined.

The guidelines adopted by the City of Perris are included in the City's 2004 General Plan and are shown in **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**. For the proposed light industrial project, "Normally Acceptable" noise levels extend up to 70 dBA CNEL and "Conditionally Acceptable" noise levels extend up to 80 dBA. The Noise Study shows that the proposed project is located in an environment exposed to noise levels approaching 74 dBA. For industrial uses, noise levels up to 80 dBA CNEL are considered "conditionally acceptable" which means the development of the proposed project will meet the applicable standards with conventional construction methods, including fresh air supply systems or air conditioning units. No further on-site noise mitigation is required.

For compatibility between future non-residential and noise sensitive land uses, General Plan Policy V.A requires new large scale commercial and industrial facilities located within 160 feet of sensitive land uses to mitigate noise impacts to an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Although this project involves the construction of a new large scale industrial facility, it is not located within 160 feet of sensitive land uses. The nearest sensitive receptor is located approximately 1,379 feet south of the project site. General Plan Policy V.A is very specific in that it applies only to sensitive receivers located within a 160-foot radius of new industrial and large-scale commercial facilities. The discussion of General Plan Policy V.A is included only for the purpose of drawing attention to the fact that no sensitive receivers exist within the policy's restricted radius, thereby meeting the policy's primary goal.

Since the project is speculative with no established tenants, the noise study was unable to analyze future on-site-generated impacts at a specific level. However, as the noise study indicated, certain noise-generating activities are typically associated with distribution facilities, such as trucks staging at loading docks, as well as loading dock activities. In lieu of specific data, the noise study provided general impact distances associated with these activities, with and without barriers, under nighttime conditions which are the conditions under which people are generally most sensitive. Based upon the reference data provided (representing noise sourced from trucks and loading dock activities, the maximum extent of unmitigated nighttime impacts extends up to

600 feet from the source) and the known distance to the nearest existing sensitive receiver (approximately 1,379 feet from the source), it was determined that the potential for adverse noise impacts upon that receiver are negligible and did not warrant further analysis. Therefore, this project complies with the goal of General Plan Policy V.A.

Operational activity noise from industrial center/warehousing operations would possibly derive from on-site loading or un-loading operations, or from on- and off-site movements. Materials-handling at cross-dock facilities occurs within the warehouse where truck trailers block any noise propagation through any open truck bay doors. An occasional ‘thump’ is audible when a forklift drives into a trailer to pick up or set down a pallet of materials, but such single-event noise is infrequent. If truck unloading occurs at night and in close proximity to residential uses, the low frequency thumps can be intrusive and sleep-disturbing if adjacent residences have open bedroom windows.

Nuisance potential is exacerbated if trailers are delivered or picked up at night. The impact of the fifth wheel on the trailer pin, cranking of the “landing gear”, hiss of air brake release, closure of trailer doors, and low-gear truck acceleration may increase the dock activity noise. Again, no specific impact distance can be reliably determined, but a doubled zone of partial impact is reasonably compared to loading dock operations without truck movement. **Table 4.10-B, Zone of Potential Noise Impact**, provides distances from the loading activity noise source to which impacts could extend, relative to the nearest residences.

Table 4.10-B
Zone of Potential Noise Impact

Activity	No Mitigation (feet)	With Mitigation (feet)
Loading dock only	300	100
Loading dock and truck/trailer movements	600	200

Ways to reduce this operational noise would typically entail a solid barrier that completely blocks the line-of-sight between the source and the receiver. Daytime operational noise is not considered a source of significant impact if a barrier shields the visibility of the loading activity from any ground-floor observers. Activities that occur at the rear of buildings, with no direct line-of-sight to residences; and not directly adjacent to the sensitive land uses; will be shielded by the building itself.

For this project, the closest sensitive receptor is 1,379 feet from the project site, well beyond the 600-foot zone of potential noise impact without mitigation; therefore, the noise impact from on-site operations is considered **less than significant. No further mitigation is required.**

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

Vibration refers to groundborne noise and perceptible motion. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the accompanying effects (e.g., shaking of a building).

Groundborne vibration is measured in terms of the velocity of the vibration oscillations. When the velocity of the vibration oscillations exceeds 0.1 inch per second (in/sec), it is generally perceived as annoying to occupants of buildings. The degree of annoyance is dependent upon type of land use, individual sensitivity to vibration, and the frequency of the vibration events. Typically, vibration levels must exceed 0.2 in/sec before building damage occurs.

Problems with groundborne vibration and noise are usually localized to areas within about 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet.

The proposed project is not located near steel-wheeled trains as the closest railroad is approximately 0.15 miles west of the project site, on the opposite side of the I-215 freeway. Additionally, roadways in the project area are either paved or would be paved and would not result in traffic driving over rough roads. Due to the distance from the project site, groundborne vibration from grading construction equipment, such as earthmovers and haul trucks at 10 feet, would not create vibration amplitudes that would cause damage to nearby structures.

The construction of the proposed project would not generate groundborne vibration that would impact the closest sensitive receptors (the residences to the south) as these receptors are approximately 1,379 feet away the project's southernmost boundary. Therefore, impacts from construction-related groundborne vibration would be **less than significant** and no mitigation would be required.

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

Construction noise will result in a temporary change in ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA at 50 feet from noise source (**Figure 4.10-3, Typical Construction Equipment Noise Levels**).

As a rule of thumb, noise from point sources, such as construction equipment, will decrease by 6 dBA for every doubling of distance away from the receptor. For example, when the construction equipment is 100 feet from the sensitive receptor, the decibel level would be 6 dBA lower than when it is 50 feet from the sensitive receptor and 12 dBA lower than the level it is at 50 feet when it is 200 feet from the sensitive receptor. Therefore, actual construction noise levels at each

sensitive receptor may be somewhat less depending upon its distance from construction activity. The level of impact will depend upon several factors: 1) the distance between construction activity and the sensitive receptors, 2) the types of equipment used, and 3) the hours of construction operations, among others.

Section 7.34.060 of the Municipal Code limits the hours of construction to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours and on Sundays and legal holidays, except for Columbus Day and Washington's Birthday. Because construction activities are typically limited to weekdays, during daylight hours, this noise impact is considered a nuisance or annoying, rather than a significant impact. Continued compliance with these restrictions will reduce construction noise impacts to a level considered less than significant.

The closest sensitive land use is located approximately 1,379 feet south of the site, located on the west side of Susan Lane. Since the sensitive land use is located further away from the site than 446 feet, the potential for construction noise to affect any sensitive receptors is considered **less than significant**.

**Figure 4.10-3
Typical Construction Equipment Noise Levels**

EQUIPMENT			NOISE LEVEL (dBA) AT 50 FEET						
			60	70	80	90	100	110	
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	EARTH MOVING	Compactors (Rollers)							
		Front Loaders							
		Backhoes							
		Tractors							
		Scrapers, Graders							
		Pavers							
		Trucks							
	MATERIAL HANDLING	Concrete Mixers							
		Concrete Pumps							
		Cranes (Moveable)							
		Cranes (Derrick)							
	STATIONARY	Pumps							
		Generators							
		Compressors							
IMPACT EQUIPMENT		Pneumatic Wrenches							
		Jack Hammers and Rock Drills							
		Pile Drivers							
OTHER		Vibrators							
		Saws							

Threshold: *Result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.*

For the purposes of this section, a substantial permanent increase at a sensitive receptor location is defined as follows:

- an increase of 3 dBA or more from existing noise levels where the 60 dBA noise standard for sensitive receptors is exceeded; and/or
- an increase of 5 dBA or more from existing noise levels at all other sensitive receptor locations.

Operational activity noise from industrial center/warehousing operations would possibly derive from on-site loading or un-loading operations, or from on- and off-site movements. Materials-handling at cross-dock facilities occurs within the warehouse where truck trailers block any noise propagation through any open truck bay doors. An occasional ‘thump’ is audible when a forklift drives into a trailer to pick up or set down a pallet of materials, but such single-event noise is infrequent. If truck unloading occurs at night and in close proximity to residential uses, the low frequency thumps can be intrusive and sleep-disturbing if adjacent residences have open bedroom windows.

According to the Noise Study, the closest sensitive receptor is 1,379 feet from the project site, well beyond the 600-foot zone of potential noise impact (referred to on pages 4.10-11 and 12) without mitigation; therefore, the **noise impact from on-site operations is considered less than significant. No further mitigation is required.**

The proposed project will contribute noise to the existing environment through the addition of traffic on local streets. The additional traffic noise generation was evaluated in the project’s noise study (Appendix I) which relied on traffic data from the project-specific traffic study (Appendix J).

Off-site noise levels were calculated along road segments in the project vicinity for existing conditions (2008), existing plus project (2011), and cumulative plus project (2011), which includes traffic generated by the project and other known projects in the vicinity.

Future noise impacts resulting from vehicular traffic on roadways were modeled using the California specific vehicle noise curves (CALVENO) in the LeqV2 computer program. LeqV2 is a mainframe computer implementation of the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and was developed by the California Department of Transportation (Caltrans) in the early 1980s. The program evaluates noise at one receptor from up to eight (8) straight roadway lanes and is very useful in predicting noise impacts in simple scenarios. Site-specific information is entered, such as: traffic volumes, distances, and speeds; and adjustments can be made for the use of noise barriers. The vehicle mix and speeds used to calculate the vehicular noise impacts were derived from Appendix D of the Noise Element from the City of Perris General Plan. The reference noise levels take into account the type of the roadway (i.e.,

Type 1, Type 2) which is indicative of the vehicle mix. **Table 4.10-C, City of Perris Standard Vehicle Mix (Percent)**, shows the percent of each type of vehicle per type of route.

Table 4.10-C
City of Perris Standard Vehicle Mix (Percent)

Route Type	Auto	Medium Truck	Heavy Truck
Type 1	95.22	3.24	1.54
Type 2	90.94	4.06	5.00

Analysis of area-wide noise impacts from project-related traffic was done by calculating the noise levels at an arbitrary distance of 50 feet from the centerline of each road. The formulae used are shown in Appendix A of the noise study. In addition, the site is treated as a “hard” site, which allows for a 3 dBA reduction for each doubling of the distance from the noise source to receiver.

None of the 17 roadway segments that were analyzed in the Traffic Study are adjacent to existing sensitive receptors. Therefore, an increase of 5 dBA or greater above that of existing levels is considered substantial. **Table 4.10-D, Area-Wide Noise Levels at 50 Feet from Centerline** shows that the proposed project itself will not result in a substantial increase in noise levels along any of the modeled road segments.

Table 4.10-D
Area-Wide Noise Levels at 50 Feet from Centerline

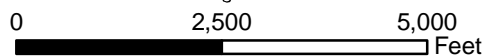
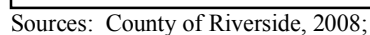
Road Segment	Existing		Existing Plus Ambient Growth Plus Cumulative Plus Project						Total Increase Compared to Existing Conditions
	ADT	dBA CNEL	Existing + Ambient Growth + Cumulative		Project Only		Existing + Ambient Growth + Cumulative + Project Combined Total	Project- Specific Increase	
			ADT	dBA CNEL	ADT	dBA CNEL			
Webster Avenue									
n/o Rider Street	--	--	400	55.5	400	55.5	58.5	3.0	58.5
n/o Morgan Street	2700	63.8	4000	65.5	100	49.5	65.6	0.1	1.8
Indian Avenue									
n/o Placentia Avenue	2500	63.5	8900	69.0	100	49.5	69.0	0.0	5.5
n/o Rider Street	3600	65.1	11000	69.9	1900	62.3	70.6	0.7	5.5
n/o Morgan Street	2700	63.8	13900	70.9	1900	62.3	71.5	0.6	7.7
n/o Ramona Expressway	100	49.5	6600	67.7	1700	61.8	68.7	1.0	19.2
n/o Markham Street	200	52.5	11700	70.2	1700	61.8	70.8	0.6	18.3
n/o Oleander Avenue	3400	64.8	7700	68.4	200	52.5	68.5	0.1	3.7

Oleander Avenue									
e/o I-215	7500	68.3	44100	76.0	1500	61.3	76.1	0.1	7.8
w/o Indian Avenue	6200	67.4	34800	74.9	1500	61.3	75.1	0.2	7.7
Ramona Expressway									
w/o I-215	16400	71.7	39000	75.4	100	49.5	75.4	0.0	3.7
e/o I-215	26200	73.7	55500	77.0	200	52.5	77.0	0.0	3.3
w/o Webster Avenue	25200	73.5	50900	76.6	200	52.5	76.6	0.0	3.1
w/o Indian Avenue	21000	72.7	45400	76.1	100	49.5	76.1	0.0	3.4
e/o Indian Avenue	21500	72.8	42000	75.7	100	49.5	75.7	0.0	2.9
Rider Street									
w/o Indian Avenue	2700	63.8	3600	65.1	1400	61.0	66.5	2.7	2.7
w/o Perris Boulevard	4200	65.7	7000	68.0	200	52.5	68.1	0.1	2.4

Table 4.10-D shows that when the Project traffic is added to Existing plus Ambient Growth plus Cumulative conditions, the highest project-specific increase is 3 dBA (on Webster Avenue north of Rider Street) where there are no sensitive receptors. Additionally, this segment of Webster Avenue is located approximately 500 feet west from I-215 where there are no noise control barriers. The resulting CNEL from the addition of 400 ADT on Webster Avenue, in this proximity to unmitigated freeway noise, would be sufficiently masked. Furthermore, without nearby sensitive receptors, the 5 dBA threshold of significance would apply. Because the 3 dBA increase is less than the 5 dBA threshold, the project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, and potential impacts are considered **less than significant**.

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

Being located approximately 1.9 miles south-southeast of March Air Reserve Base (MARB), the project site could be impacted by airport-related noise from the airport's flight path. However, as shown on **Figure 4.10-4, MARB Noise Contours**, the project's site is located outside of the minimum reported noise contour (60 dBA CNEL) for MARB. Therefore, the project will not result in the exposure of people residing or working in the project area to excessive levels noise levels from airport operations, and **the impact to the project from airport noise is considered less than significant**.



**Figure 4.10-4
MARB Noise Contours**

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to noise to below the level of significance. As there were no project-related significant impacts to sensitive receptors, no mitigation measures are necessary.

Summary of Environmental Effects After Mitigation Measures are Implemented

Potential impacts related to private airport noise were found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). Additionally, with regulation compliance potential impacts related to the exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and exposure of people residing or working in the project area to excessive noise levels from airport noise were found to be less than significant without mitigation.

4.10 NOISE

Potential impacts related to private airport noise were found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts both to and from the project including: exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and exposure of people residing or working in the project area to excessive noise levels from airport noise.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- Albert A. Webb Associates, *Preliminary Acoustical Impact Analysis for Rados Distribution Center*, September 29, 2009. (Appendix I)
- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on December 9, 2008.)
- FTA, *Transit Noise and Vibration Impact Assessment*, May 2006. (Available at www.fta.dot.gov/planning/environment/planning_environment_2233.html)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 1998. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)
- March Air Reserve Base United States Air Force, *Air Installation Compatible Use Zone (AICUZ) Study*, 2005. (Available at <http://www.marchjpa.com/docs.html>, accessed on March 3, 2010.)

Setting

The project site is bounded by Indian Avenue to the east, Rider Street to the south, and Webster Avenue to the west, approximately 556 feet east of Interstate 215 and 0.8 miles south of Ramona Expressway, in the City of Perris, Riverside County, California. The surrounding existing land uses include: a distribution warehouse to the north; a crop field to the east; an auction facility to the south; and a crop field to the west. The surrounding General Plan land use designations include: Light Industrial and Public/Semi-Public Facilities/Utilities to the north; Light Industrial and Public/Semi-Public Facilities/Utilities to the east; Business Park to the south; and Light Industrial and Public/Semi-Public Facilities/Utilities to the west.

Existing noise levels near the proposed project site derive mainly from vehicular sources along Indian Avenue, Morgan Street, and Rider Street. The nearest noise-sensitive land uses are residences located approximately 0.26 miles (1,379 feet) south of the site, located on the west

side of Susan Lane. Interstate 215 is approximately 0.12 miles west of the project site. At this distance, the freeway noise is a steady hum with little change in pitch or intensity and is not a significant source of noise to the project.

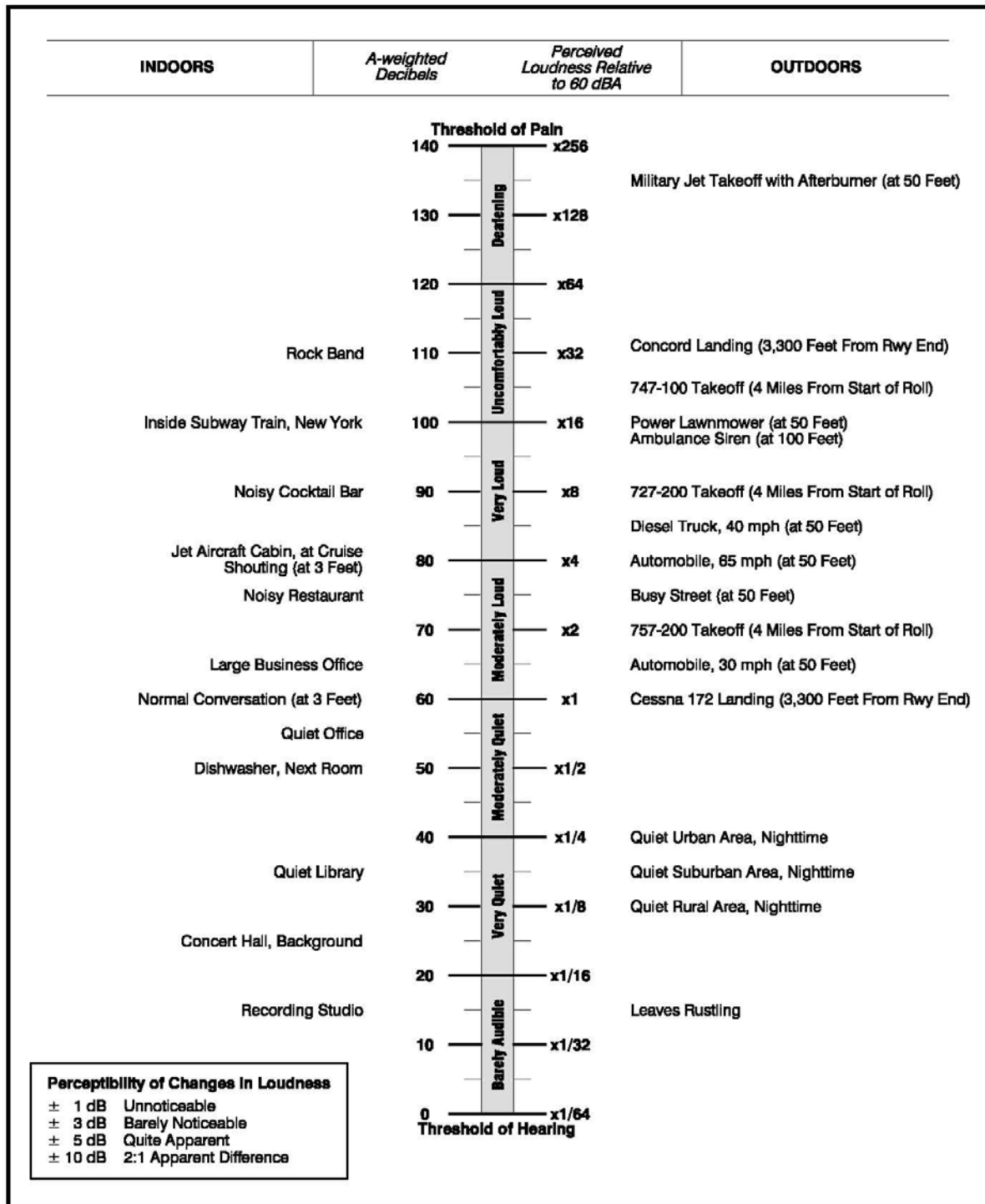
Acoustical Analysis Background

Noise is defined as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner that is similar to the Richter scale used for earthquake magnitudes. In the case of noise, a doubling of the energy from a noise source, such as the doubling of a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. **Figure 4.10-1, Typical Decibel Level of Common Sounds**, shows the relationship of various noise levels to common noise events.

Average noise levels over a period of minutes or hours are usually expressed as dB L_{eq} or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a three hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10 p.m. and 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weights only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

Sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise. Land uses associated with sensitive receptors often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries. Other receptors include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards.

**Figure 4.10-1
Typical Decibel Level of Common Sounds**



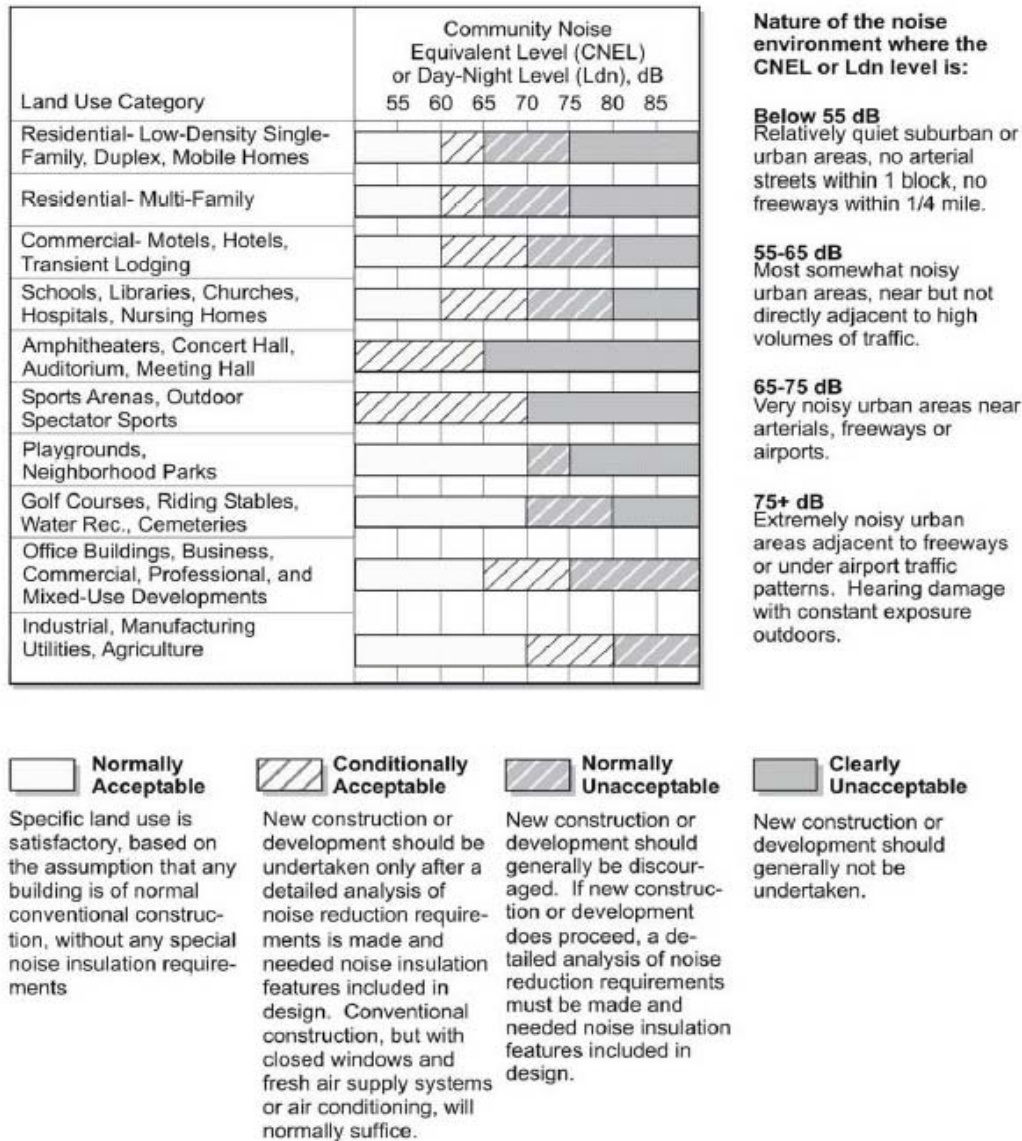
Source: California Airport Land Use Planning Handbook (January 2002), Page 6-5

Noise exposure standards have been developed by the State of California and recommended for inclusion into the Noise Element of local general plans. The City of Perris has adopted a modified version of the state guidelines in its Noise Element. **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**, shows the matrix of exterior noise exposures considered acceptable for various land uses. According to the data provided in **Figure 4.10-2**, exterior noise impacts upon industrial land uses are normally acceptable up to 70 dBA CNEL; and conditionally acceptable up to 80 dBA CNEL. In this regard, the phrase “normally acceptable” is defined by the City as “specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.” Likewise, the phrase “conditionally acceptable” is defined as “new construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.”

Existing Noise Levels

Existing noise levels throughout the vicinity of the proposed project derive mainly from vehicular sources on the surrounding roads. Elevated noise levels are typically confined to a narrow corridor along these roads. Project-related trips will be concentrated near the project site and then become progressively diluted as traffic spreads out throughout the region. In order to determine project-specific noise increases along the 17 roadway segments identified in the noise study, CNEL levels were calculated at a uniform but arbitrary distance of 50 feet from roadway centerline. The vehicle mix and speeds used to calculate the vehicular noise impacts were derived from Appendix D of the Noise Element from the City of Perris General Plan. The reference noise levels take into account the type of the roadway (i.e., Type 1, Type 2) which is indicative of the vehicle mix (see **Table 4.10-C** for details). The existing noise levels on roadways within the project vicinity are presented in **Table 4.10-A, Noise Levels at 50 Feet from Centerline Under Existing Conditions**.

Figure 4.10-2
Land Use Compatibility for Community Noise Exposure



The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

Source: Exhibit N-1, City of Perris General Plan 2004, Noise Land Use/Noise Compatibility Guidelines.

Table 4.10-A
Noise Levels at 50 Feet from Centerline Under Existing Conditions

Road Segment	Existing	
	ADT ¹	dBA CNEL ²
Webster Avenue		
n/o Rider Street	--	--
n/o Morgan Street	2700	63.8
Indian Avenue		
n/o Placentia Avenue	2500	63.5
n/o Rider Street	3600	65.1
n/o Morgan Street	2700	63.8
n/o Ramona Expressway	100	49.5
n/o Markham Street	200	52.5
n/o Oleander Avenue	3400	64.8
Oleander Avenue		
e/o I-215	7500	68.3
w/o Indian Avenue	6200	67.4
Ramona Expressway		
w/o I-215	16400	71.7
e/o I-215	26200	73.7
w/o Webster Avenue	25200	73.5
w/o Indian Avenue	21000	72.7
e/o Indian Avenue	21500	72.8
Rider Street		
w/o Indian Avenue	2700	63.8
w/o Perris Boulevard	4200	65.7

¹ ADT = Average Daily Traffic

² CNEL = Community Noise Equivalent Level

Related Regulations

State of California Noise Insulation Standards

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission revised the noise standards (California Noise Insulation Standards).

State of California Vehicular Code

Recent studies have shown that the most objectionable feature of traffic noise is the sound produced by vehicles equipped with illegal or faulty exhaust systems. In addition, such vehicles are often operated in a manner that causes tire squeal and excessively loud exhaust noise. A number of California State vehicle noise regulations can be enforced by local authorities as well as the California Highway Patrol. These include § 23130, § 23130.5, § 27150, and § 38275 of the California Vehicle Code, as well as excessive speed laws, which may be applied to curtail traffic noise:

§ 23130 and § 23130.5 establish maximum noise emission limits for the operation of all motor vehicles at any time under any conditions of grade, load, acceleration, or deceleration.

§ 27150 require motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

§ 38275 require off-highway motor vehicles to be equipped with an adequate muffler to prevent excessive noise.

The California Highway Patrol and the Department of Health Services (through local health departments) are available to aid local authorities in code enforcement and training pursuant to proper vehicle sound level measurements.

Municipal Code

Section 7.34.060 of the Municipal Code limits the hours of construction to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours and on Sundays and legal holidays, except for Columbus Day and Washington's Birthday. Construction activity shall also not exceed 80 dBA in residential zones in the City.

City of Perris Noise Element

The California Government Code requires that a noise element be included in the General Plan of each county and city in the state. The Noise Element of the City of Perris General Plan is intended to identify sources of noise and provide objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment. It is a tool that City planners use to achieve and maintain compatible land uses with environmental noise levels. The Noise Element of the City's General Plan establishes exterior and interior noise standards for the evaluation of compatibility between land uses in the City. The guidelines adopted by the City of

Perris are included in the City's 2004 General Plan and is shown in **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**. The City specifies outdoor and indoor noise limits for new residential uses, places of worship, educational facilities, hospitals, hotels/motels, commercial, industrial, and other land uses. Exterior noise levels at new industrial projects may reach up to 80 dBA CNEL provided that conventional construction techniques are used and that fresh air supply systems and/or air conditioning are provided so that windows may be kept closed; thus providing acceptable exterior to interior noise reduction.

City of Perris General Plan Policies

As discussed above, one of the goals of the Noise Element of the General Plan is that future land uses are compatible with projected noise environments. For the proposed light industrial project, "Conditionally Acceptable" noise levels extend up to 80 dBA.

Another goal in the Noise Element of the General Plan is to mitigate stationary noise impacts, from non-residential land uses upon noise-sensitive land uses, to a normally acceptable level. The corresponding policy provides that commercial/industrial projects should mitigate noise impacts to an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria. For residential uses, 60 dBA to 65 dBA is considered conditionally acceptable.

Additionally, the General Plan lists a change in 5 dBA as being readily discernable to most people in an exterior environment. Given that this would be an increase that would be considered reasonable for someone to perceive, an increase in 5 dBA will be used as a threshold of significance for impacts to sensitive land uses. Additionally, where 60 dBA is exceeded and the project causes an increase of 3 dBA or more at a sensitive land use, impacts are considered significant.

The specific General Plan goals, policies, and measures are as follows:

Noise Element

The City of Perris General Plan Noise Element contains goals, policies, and implementation measures applicable to the proposed project, as follows:

Goal I – Land Use Siting: Future land use compatible with project noise environments

Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measure I.A.1: All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

Goal V – Stationary Noise Sources: Future non-residential land uses compatible with noise sensitive land uses

Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Implementation Measure V.A.1: An acoustical impact analysis shall be prepared for new industrial and large scale commercial/industrial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility, as well as, all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received.

The State of California Noise/Land Use Compatibility Criteria adopted by the City is shown in **Figure 4.10-2**. As shown on **Figure 4.10-2**, exterior noise levels at new industrial projects may reach up to 80 dBA CNEL provided that conventional construction techniques are used and that fresh air supply systems and/or air conditioning are provided so that windows may be kept closed; thus, providing acceptable exterior to interior noise reduction. This would be required for the quiet areas of the proposed buildings, such as offices; but not the active warehouse uses.

The noise impacts from construction are addressed in Appendix C of the Noise Element of the City of Perris General Plan 2030 (General Plan). The Noise Element defines construction noise as the following:

Noise levels will vary with the type of equipment and size of the active construction zone. Assuming that construction was to occur for 8-hours a day, the CNEL is calculated at 84 dBA at 50 feet (83 dBA CNEL for residential construction). The 65-dBA CNEL contour would fall at a distance of about 446 feet (397 feet for residential construction). The City recognizes that construction noise is difficult to control and has established allowable hours for this intrusion. Section 18-63 of the Municipal Code, “Enumeration of Prohibited Noises” provides an exemption for noise from construction and repair work as long as these activities are limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays. Because construction activities are typically limited to weekdays during daylight hours, this noise impact is considered a nuisance or annoying, rather than a significant impact. Continued compliance with these restrictions will reduce construction noise impacts to a level considered less than significant.

Design Considerations

There are no aspects of the proposed project's design that would reduce noise impacts.

Thresholds of Significance

The City of Perris has not adopted its own of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to and from noise may be considered potentially significant if the proposed project would:

- result in exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- result in exposure of persons to or generation of excessive ground-born vibration or ground-born noise levels;
- result in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- result in exposure of people residing or working in the project area to excessive noise levels from airport noise; and/or
- result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

There is no official “industry standard” of determining significance for noise impacts. However, typically, a jurisdiction will identify either a 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The City of Perris Noise Element in the General Plan states that a change in 5 dBA is “readily discernable to most people in an exterior environment.” Accordingly, an increase in 5 dBA is considered significant for all sensitive receptors along road segments that do not exceed 60 dBA. Additionally, per the City of Perris, for sensitive receptors, if the noise increase would meet or exceed the City's 60 dBA CNEL standard, then an increase of 3 dBA would also be considered significant.

Environmental Impacts Before Mitigation

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

The proposed project involves the development of an approximately 1,191,080 square-foot distribution center on a 61.63-acre parcel. The distribution center will have 1,169,480 square feet of warehouse space and 21,600 square feet of office space. The project includes overflow trailer parking located on Metropolitan Water District's (MWD) property located immediately north of the project site. The project site is bounded by Indian Avenue to the east, Rider Street to the

south, and Webster Avenue to the west, approximately 556 feet east of Interstate 215 and 0.8 miles south of Ramona Expressway, in the City of Perris, Riverside County, California.

The surrounding existing land uses include: a distribution warehouse to the north; a crop field to the east; an auction facility to the south; and a crop field to the west. The surrounding General Plan land use designations include: Light Industrial and Public/Semi-Public Facilities/Utilities to the north; Light Industrial and Public/Semi-Public Facilities/Utilities to the east; Business Park to the south; and Light Industrial and Public/Semi-Public Facilities/Utilities to the west.

A total of 353 parking stalls have been designed to accommodate trailer parking on the project site. The project has loading docks located along the north side of the building with 131 truck bays; and, 123 truck bays are located along the south side of the building for a total of 254 truck bays. The hours of operation have not been established, as a future tenant of the proposed building has not yet been determined.

The guidelines adopted by the City of Perris are included in the City's 2004 General Plan and are shown in **Figure 4.10-2, Land Use Compatibility for Community Noise Exposure**. For the proposed light industrial project, "Normally Acceptable" noise levels extend up to 70 dBA CNEL and "Conditionally Acceptable" noise levels extend up to 80 dBA. The Noise Study shows that the proposed project is located in an environment exposed to noise levels approaching 74 dBA. For industrial uses, noise levels up to 80 dBA CNEL are considered "conditionally acceptable" which means the development of the proposed project will meet the applicable standards with conventional construction methods, including fresh air supply systems or air conditioning units. No further on-site noise mitigation is required.

For compatibility between future non-residential and noise sensitive land uses, General Plan Policy V.A requires new large scale commercial and industrial facilities located within 160 feet of sensitive land uses to mitigate noise impacts to an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Although this project involves the construction of a new large scale industrial facility, it is not located within 160 feet of sensitive land uses. The nearest sensitive receptor is located approximately 1,379 feet south of the project site. General Plan Policy V.A is very specific in that it applies only to sensitive receivers located within a 160-foot radius of new industrial and large-scale commercial facilities. The discussion of General Plan Policy V.A is included only for the purpose of drawing attention to the fact that no sensitive receivers exist within the policy's restricted radius, thereby meeting the policy's primary goal.

Since the project is speculative with no established tenants, the noise study was unable to analyze future on-site-generated impacts at a specific level. However, as the noise study indicated, certain noise-generating activities are typically associated with distribution facilities, such as trucks staging at loading docks, as well as loading dock activities. In lieu of specific data, the noise study provided general impact distances associated with these activities, with and without barriers, under nighttime conditions which are the conditions under which people are generally most sensitive. Based upon the reference data provided (representing noise sourced from trucks and loading dock activities, the maximum extent of unmitigated nighttime impacts extends up to

600 feet from the source) and the known distance to the nearest existing sensitive receiver (approximately 1,379 feet from the source), it was determined that the potential for adverse noise impacts upon that receiver are negligible and did not warrant further analysis. Therefore, this project complies with the goal of General Plan Policy V.A.

Operational activity noise from industrial center/warehousing operations would possibly derive from on-site loading or un-loading operations, or from on- and off-site movements. Materials-handling at cross-dock facilities occurs within the warehouse where truck trailers block any noise propagation through any open truck bay doors. An occasional ‘thump’ is audible when a forklift drives into a trailer to pick up or set down a pallet of materials, but such single-event noise is infrequent. If truck unloading occurs at night and in close proximity to residential uses, the low frequency thumps can be intrusive and sleep-disturbing if adjacent residences have open bedroom windows.

Nuisance potential is exacerbated if trailers are delivered or picked up at night. The impact of the fifth wheel on the trailer pin, cranking of the “landing gear”, hiss of air brake release, closure of trailer doors, and low-gear truck acceleration may increase the dock activity noise. Again, no specific impact distance can be reliably determined, but a doubled zone of partial impact is reasonably compared to loading dock operations without truck movement. **Table 4.10-B, Zone of Potential Noise Impact**, provides distances from the loading activity noise source to which impacts could extend, relative to the nearest residences.

Table 4.10-B
Zone of Potential Noise Impact

Activity	No Mitigation (feet)	With Mitigation (feet)
Loading dock only	300	100
Loading dock and truck/trailer movements	600	200

Ways to reduce this operational noise would typically entail a solid barrier that completely blocks the line-of-sight between the source and the receiver. Daytime operational noise is not considered a source of significant impact if a barrier shields the visibility of the loading activity from any ground-floor observers. Activities that occur at the rear of buildings, with no direct line-of-sight to residences; and not directly adjacent to the sensitive land uses; will be shielded by the building itself.

For this project, the closest sensitive receptor is 1,379 feet from the project site, well beyond the 600-foot zone of potential noise impact without mitigation; therefore, the noise impact from on-site operations is considered **less than significant. No further mitigation is required.**

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

Vibration refers to groundborne noise and perceptible motion. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable but without the accompanying effects (e.g., shaking of a building).

Groundborne vibration is measured in terms of the velocity of the vibration oscillations. When the velocity of the vibration oscillations exceeds 0.1 inch per second (in/sec), it is generally perceived as annoying to occupants of buildings. The degree of annoyance is dependent upon type of land use, individual sensitivity to vibration, and the frequency of the vibration events. Typically, vibration levels must exceed 0.2 in/sec before building damage occurs.

Problems with groundborne vibration and noise are usually localized to areas within about 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet.

The proposed project is not located near steel-wheeled trains as the closest railroad is approximately 0.15 miles west of the project site, on the opposite side of the I-215 freeway. Additionally, roadways in the project area are either paved or would be paved and would not result in traffic driving over rough roads. Due to the distance from the project site, groundborne vibration from grading construction equipment, such as earthmovers and haul trucks at 10 feet, would not create vibration amplitudes that would cause damage to nearby structures.

The construction of the proposed project would not generate groundborne vibration that would impact the closest sensitive receptors (the residences to the south) as these receptors are approximately 1,379 feet away the project's southernmost boundary. Therefore, impacts from construction-related groundborne vibration would be **less than significant** and no mitigation would be required.

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

Construction noise will result in a temporary change in ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach significant levels ranging from 70 dBA to 105 dBA at 50 feet from noise source (**Figure 4.10-3, Typical Construction Equipment Noise Levels**).

As a rule of thumb, noise from point sources, such as construction equipment, will decrease by 6 dBA for every doubling of distance away from the receptor. For example, when the construction equipment is 100 feet from the sensitive receptor, the decibel level would be 6 dBA lower than when it is 50 feet from the sensitive receptor and 12 dBA lower than the level it is at 50 feet when it is 200 feet from the sensitive receptor. Therefore, actual construction noise levels at each

sensitive receptor may be somewhat less depending upon its distance from construction activity. The level of impact will depend upon several factors: 1) the distance between construction activity and the sensitive receptors, 2) the types of equipment used, and 3) the hours of construction operations, among others.

Section 7.34.060 of the Municipal Code limits the hours of construction to between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. No construction activities are permitted outside of these hours and on Sundays and legal holidays, except for Columbus Day and Washington's Birthday. Because construction activities are typically limited to weekdays, during daylight hours, this noise impact is considered a nuisance or annoying, rather than a significant impact. Continued compliance with these restrictions will reduce construction noise impacts to a level considered less than significant.

The closest sensitive land use is located approximately 1,379 feet south of the site, located on the west side of Susan Lane. Since the sensitive land use is located further away from the site than 446 feet, the potential for construction noise to affect any sensitive receptors is considered **less than significant**.

**Figure 4.10-3
Typical Construction Equipment Noise Levels**

EQUIPMENT			NOISE LEVEL (dBA) AT 50 FEET						
			60	70	80	90	100	110	
EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES	EARTH MOVING	Compactors (Rollers)							
		Front Loaders							
		Backhoes							
		Tractors							
		Scrapers, Graders							
		Pavers							
		Trucks							
	MATERIAL HANDLING	Concrete Mixers							
		Concrete Pumps							
		Cranes (Moveable)							
		Cranes (Derrick)							
	STATIONARY	Pumps							
		Generators							
		Compressors							
IMPACT EQUIPMENT		Pneumatic Wrenches							
		Jack Hammers and Rock Drills							
		Pile Drivers							
OTHER		Vibrators							
		Saws							

Threshold: *Result in substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.*

For the purposes of this section, a substantial permanent increase at a sensitive receptor location is defined as follows:

- an increase of 3 dBA or more from existing noise levels where the 60 dBA noise standard for sensitive receptors is exceeded; and/or
- an increase of 5 dBA or more from existing noise levels at all other sensitive receptor locations.

Operational activity noise from industrial center/warehousing operations would possibly derive from on-site loading or un-loading operations, or from on- and off-site movements. Materials-handling at cross-dock facilities occurs within the warehouse where truck trailers block any noise propagation through any open truck bay doors. An occasional ‘thump’ is audible when a forklift drives into a trailer to pick up or set down a pallet of materials, but such single-event noise is infrequent. If truck unloading occurs at night and in close proximity to residential uses, the low frequency thumps can be intrusive and sleep-disturbing if adjacent residences have open bedroom windows.

According to the Noise Study, the closest sensitive receptor is 1,379 feet from the project site, well beyond the 600-foot zone of potential noise impact (referred to on pages 4.10-11 and 12) without mitigation; therefore, the **noise impact from on-site operations is considered less than significant. No further mitigation is required.**

The proposed project will contribute noise to the existing environment through the addition of traffic on local streets. The additional traffic noise generation was evaluated in the project’s noise study (Appendix I) which relied on traffic data from the project-specific traffic study (Appendix J).

Off-site noise levels were calculated along road segments in the project vicinity for existing conditions (2008), existing plus project (2011), and cumulative plus project (2011), which includes traffic generated by the project and other known projects in the vicinity.

Future noise impacts resulting from vehicular traffic on roadways were modeled using the California specific vehicle noise curves (CALVENO) in the LeqV2 computer program. LeqV2 is a mainframe computer implementation of the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and was developed by the California Department of Transportation (Caltrans) in the early 1980s. The program evaluates noise at one receptor from up to eight (8) straight roadway lanes and is very useful in predicting noise impacts in simple scenarios. Site-specific information is entered, such as: traffic volumes, distances, and speeds; and adjustments can be made for the use of noise barriers. The vehicle mix and speeds used to calculate the vehicular noise impacts were derived from Appendix D of the Noise Element from the City of Perris General Plan. The reference noise levels take into account the type of the roadway (i.e.,

Type 1, Type 2) which is indicative of the vehicle mix. **Table 4.10-C, City of Perris Standard Vehicle Mix (Percent)**, shows the percent of each type of vehicle per type of route.

Table 4.10-C
City of Perris Standard Vehicle Mix (Percent)

Route Type	Auto	Medium Truck	Heavy Truck
Type 1	95.22	3.24	1.54
Type 2	90.94	4.06	5.00

Analysis of area-wide noise impacts from project-related traffic was done by calculating the noise levels at an arbitrary distance of 50 feet from the centerline of each road. The formulae used are shown in Appendix A of the noise study. In addition, the site is treated as a “hard” site, which allows for a 3 dBA reduction for each doubling of the distance from the noise source to receiver.

None of the 17 roadway segments that were analyzed in the Traffic Study are adjacent to existing sensitive receptors. Therefore, an increase of 5 dBA or greater above that of existing levels is considered substantial. **Table 4.10-D, Area-Wide Noise Levels at 50 Feet from Centerline** shows that the proposed project itself will not result in a substantial increase in noise levels along any of the modeled road segments.

Table 4.10-D
Area-Wide Noise Levels at 50 Feet from Centerline

Road Segment	Existing		Existing Plus Ambient Growth Plus Cumulative Plus Project						Total Increase Compared to Existing Conditions
	ADT	dBA CNEL	Existing + Ambient Growth + Cumulative		Project Only		Existing + Ambient Growth + Cumulative + Project Combined Total	Project- Specific Increase	
			ADT	dBA CNEL	ADT	dBA CNEL			
Webster Avenue									
n/o Rider Street	--	--	400	55.5	400	55.5	58.5	3.0	58.5
n/o Morgan Street	2700	63.8	4000	65.5	100	49.5	65.6	0.1	1.8
Indian Avenue									
n/o Placentia Avenue	2500	63.5	8900	69.0	100	49.5	69.0	0.0	5.5
n/o Rider Street	3600	65.1	11000	69.9	1900	62.3	70.6	0.7	5.5
n/o Morgan Street	2700	63.8	13900	70.9	1900	62.3	71.5	0.6	7.7
n/o Ramona Expressway	100	49.5	6600	67.7	1700	61.8	68.7	1.0	19.2
n/o Markham Street	200	52.5	11700	70.2	1700	61.8	70.8	0.6	18.3
n/o Oleander Avenue	3400	64.8	7700	68.4	200	52.5	68.5	0.1	3.7

Oleander Avenue									
e/o I-215	7500	68.3	44100	76.0	1500	61.3	76.1	0.1	7.8
w/o Indian Avenue	6200	67.4	34800	74.9	1500	61.3	75.1	0.2	7.7
Ramona Expressway									
w/o I-215	16400	71.7	39000	75.4	100	49.5	75.4	0.0	3.7
e/o I-215	26200	73.7	55500	77.0	200	52.5	77.0	0.0	3.3
w/o Webster Avenue	25200	73.5	50900	76.6	200	52.5	76.6	0.0	3.1
w/o Indian Avenue	21000	72.7	45400	76.1	100	49.5	76.1	0.0	3.4
e/o Indian Avenue	21500	72.8	42000	75.7	100	49.5	75.7	0.0	2.9
Rider Street									
w/o Indian Avenue	2700	63.8	3600	65.1	1400	61.0	66.5	2.7	2.7
w/o Perris Boulevard	4200	65.7	7000	68.0	200	52.5	68.1	0.1	2.4

Table 4.10-D shows that when the Project traffic is added to Existing plus Ambient Growth plus Cumulative conditions, the highest project-specific increase is 3 dBA (on Webster Avenue north of Rider Street) where there are no sensitive receptors. Additionally, this segment of Webster Avenue is located approximately 500 feet west from I-215 where there are no noise control barriers. The resulting CNEL from the addition of 400 ADT on Webster Avenue, in this proximity to unmitigated freeway noise, would be sufficiently masked. Furthermore, without nearby sensitive receptors, the 5 dBA threshold of significance would apply. Because the 3 dBA increase is less than the 5 dBA threshold, the project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, and potential impacts are considered **less than significant**.

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

Being located approximately 1.9 miles south-southeast of March Air Reserve Base (MARB), the project site could be impacted by airport-related noise from the airport's flight path. However, as shown on **Figure 4.10-4, MARB Noise Contours**, the project's site is located outside of the minimum reported noise contour (60 dBA CNEL) for MARB. Therefore, the project will not result in the exposure of people residing or working in the project area to excessive levels noise levels from airport operations, and **the impact to the project from airport noise is considered less than significant**.

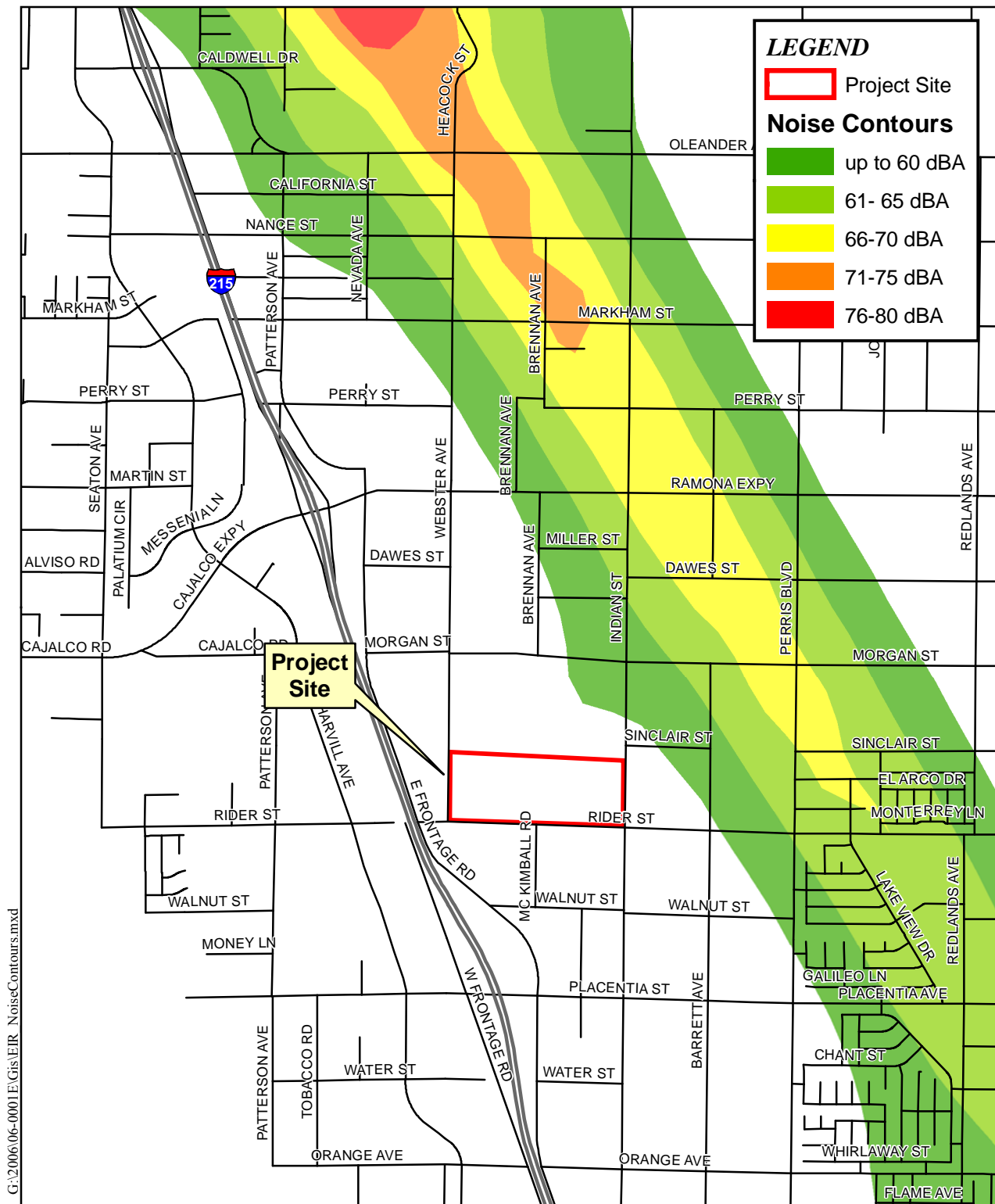


Figure 4.10-4
MARB Noise Contours

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to noise to below the level of significance. As there were no project-related significant impacts to sensitive receptors, no mitigation measures are necessary.

Summary of Environmental Effects After Mitigation Measures are Implemented

Potential impacts related to private airport noise were found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). Additionally, with regulation compliance potential impacts related to the exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and exposure of people residing or working in the project area to excessive noise levels from airport noise were found to be less than significant without mitigation.

4.11 SOLID WASTE

Potential impacts related to solid waste services were found to be potentially significant in the Initial Study/NOP prepared for this project (Appendix A). Therefore, the focus of the following discussion is related to the potential impacts from solid waste generated by the project.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- California Integrated Waste Management Board, *Facility/ Site Summary Details (Lamb Canyon, El Sobrante, and Badlands Landfills)*, Solid Waste Information System (SWIS). (Available at www.ciwmb.ca.gov/SWIS/, accessed on February 5, 2007.)
- California Integrated Waste Management Board, *Jurisdictional Profile for Riverside County (Unincorporated)*, (Available at www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=U&JURID=410&JUR=Riverside%2DUnincorporated, accessed on March 27, 2007.)
- California Integrated Waste Management Board, *Estimated Solid Waste Generation Rates for Commercial Establishments*, February 1, 2007. (Available at www.ciwmb.ca.gov/wastechar/WasteGenRates/Commercial.htm, accessed on February 5, 2007.)
- California Integrated Waste Management Board, *Construction and Demolition Materials*. (Available at www.ciwmb.ca.gov/ConDemo/Materials/default.htm, accessed on February 5, 2007.)
- California Integrated Waste Management Board, *C&D Recycling Plans and Policies: A Model for Local Government Recycling and Waste Reduction*, Publication #310-01-014, January 2002. (Available at www.ciwmb.ca.gov/Publications/LocalAsst/31001014.pdf, accessed on February 5, 2007.)
- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 28, 2009.)
- City of Perris, *City of Perris General Plan 2030 Draft EIR*, October 2004. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 28, 2009.)
- Personal communication with Sung Key Ma, Planner IV, Riverside County Waste Management Department, March 27, 2007.
- U.S. Environmental Protection Agency, Municipal and Industrial Solid Waste Division, Office of Solid Waste Report No. EPA 530-R-98-010, *Characterization of Building-Related Construction and Demolition Debris in the United States*, by Franklin Associates, June 1998. (Available at www.epa.gov/epaoswer/hazwaste/sqg/c&d-rpt.pdf, accessed on January 16, 2007.)

Setting

Solid waste collection within the City of Perris is provided by CR&R Disposal. Waste collected is transported to Perris Materials Recovery Facility at 1706 Goetz Road where recyclable materials are separated from solid waste. The solid waste is then transported to either the El Sobrante Landfill or the Badlands Landfill. Both landfills are Class III municipal solid waste landfills. As Class III landfills, the landfills accept primarily non-hazardous residential and commercial/industrial municipal solid waste.

The project site is located approximately 9 miles southwest of the Badlands Landfill, located northeast of the City of Moreno Valley at 31125 Ironwood Avenue, and accessed from State Highway 60 at Theodore Avenue. The landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The existing landfill encompasses 1,168.3 acres, of which 150 acres are permitted for refuse disposal and another 96 acres are designated for existing and planned ancillary facilities and activities. The landfill is currently permitted to receive 4,000 tons per day and has an overall remaining disposal capacity of approximately 8.653 million tons, as of January 1, 2007. The Badlands Landfill is projected to reach capacity at the earliest time, in January 2011. During 2006, the Badlands landfill accepted a daily volume of 2,195 tons and a yearly total of approximately 676,104 tons. Further landfill expansion potential exists at the Badlands Landfill site.

The project site is located approximately 14 miles east of the El Sobrante Landfill, a Riverside County regional municipal solid waste landfill. The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 10910 Dawson Canyon Road. The landfill encompasses 1,322 acres, of which 645 acres are permitted for landfilling. The El Sobrante Landfill is currently permitted to receive 10,000 tons of refuse per day (tpd), of which 4,000 tpd is reserved for refuse generated within Riverside County. The landfill has a total capacity of approximately 109 million tons or 184.93 million cubic yards, of which approximately 48 million tons are reserved for in-County waste. As of January 1, 2007, the landfill had a remaining in-County disposal capacity of approximately 37.446 million tons. During the year of 2006, the El Sobrante Landfill accepted a total of approximately 2.181 million tons of waste, of which approximately 1.106 million tons were generated within Riverside County. The 2006 daily average for in-County waste was 3,590 tons. The landfill is expected to reach capacity in approximately 2031.

Related Regulations

State

The California Integrated Waste Management Act of 1989 (AB 939) redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. The act was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of the counties to divert a minimum of 25 percent of the solid waste landfilled by 1995 and 50 percent by the year 2000. To attain goals for reductions in disposal,

AB 939 established a planning hierarchy utilizing new integrated solid waste management practices. These practices include source reduction, recycling and composting, and environmentally safe landfill disposal and transformation.

Other state statutes pertaining to solid waste include compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires adequate areas for collecting and loading recyclable materials within the project site.

County

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with state requirements as set forth in AB 939. The CIWMP is comprised of the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each of the cities in Riverside County. The Riverside County Waste Management Department administers recycling programs available to county residents that are normally advertised through mass media, such as newspapers, radio, television, and billboards.

On September 23, 1998, the CIWMB approved the Riverside County Integrated Waste Management Plan (CIWMP). This document (comprised of the Countywide Summary Plan, the Countywide Siting Element, and the County's and each of its cities' Source Reduction and Recycling Elements, Household Hazardous Waste Elements and Nondisposal Facility Elements) was prepared in compliance with the Integrated Waste Management Act of 1989 (AB 939, et seq.) for the purpose of defining programs and policies to reduce waste disposal by 25 percent in 1995 and 50 percent by the year 2000. Pertaining specifically to the project site, the CIWMP requires that all new industrial development provide adequate onsite storage areas for waste generated by the land use.

Design Considerations

The project site design will include enclosed areas for dumpsters. Dumpsters will be provided for solid waste materials. The design of the on-site waste collection facilities will allow for efficient and safe waste collection of the project waste stream and will comply with Riverside County Waste Management Department requirements for recyclables collection and loading areas.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts related to solid waste services may be considered potentially significant if the proposed project would:

- be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

Environmental Impacts Before Mitigation

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

Construction-Related Solid Waste

Statewide, construction and demolition (C&D) debris constituted approximately 22 percent of solid waste disposed in California in 2004. In Riverside County, C&D waste alone constitutes approximately 8.8 percent of the countywide waste stream by weight. **Table 4.11-A, Estimated Construction-Related Solid Waste Generation and Contribution** shows the amounts of construction-related waste anticipated to be generated by the project during construction.

Given the limited contribution of construction-related solid waste anticipated to be generated by the proposed project (approximately 0.045 percent of the annual landfill capacity), development of the project site will not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, considering the project's participation in the source reduction programs required by the City, which requires a 50 percent disposal reduction, the solid waste stream generated by the project during construction will be reduced. Therefore, the proposed project will not be served by landfills with insufficient capacity to accommodate the project's solid waste needs during construction and **potential impacts to existing landfills will be less than significant.**

**Table 4.11-A
Estimated Construction-Related Solid Waste Generation
and Contribution**

Proposed Project Total Square Footage	Generation Factor ¹	Proposed Project Total (tons)	Disposal Facility - Disposal Capacity ² (tons per year)	Proposed Project Percent of Yearly Intake
1,191,080 square feet	3.89 lbs per sq.ft.	2,317	Badlands Landfill – 1,460,000	0.159
			El Sobrante Landfill – 3,650,000	0.063
			TOTAL LANDFILL CAPACITY – 5,110,000	0.045

¹ Generation rate from “Characterization of Building-Related Construction and Demolition Debris in the United States” prepared for U.S. Environmental Protection Agency by Franklin Associates, June 1998; as referenced by CIWMB. This rate includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

² Daily disposal capacity multiplied by 365 days per year.

Operational Solid Waste

Following construction of the proposed project, the majority of the waste generated (approximately 30 percent for commercial and business park uses) is expected to be paper products. **Table 4.11-B, Anticipated Solid Waste Generation and Contribution**, shows the amounts of waste anticipated to be generated by the project following construction. Recycling of both paper and C&D waste generated both during and after construction can greatly reduce the amount of waste directed into landfills.

The Riverside County Waste Management Department and the Riverside County Department of Health Services implement programs, such as AB 939, that address source reduction with the aim of reducing the amount of solid waste going into landfills. The proposed project is located within the City of Perris, which participates in these programs. As seen in **Table 4.11-B**, solid waste generated by the proposed project will contribute a negligible percentage of the solid waste taken to any of the landfills that will serve the project in relation to the maximum yearly intake.

Given the limited contribution of solid waste anticipated to be generated by the proposed project (approximately 0.055 percent of the annual landfill capacity), development of the project site will not substantially contribute to the exceedance of the permitted capacity of the designated landfills. Also, considering the project's participation in the source reduction programs offered by the City, the solid waste stream generated by the project may be reduced over time. Therefore, the proposed project will not be served by landfills with insufficient capacity to accommodate the project's solid waste disposal needs and potential impacts to existing landfills will be **less than significant**.

Table 4.11-B
Anticipated Solid Waste Generation and Contribution

Proposed Project Total Square Footage	Generation Factor ¹	Proposed Project Total (tons/ year)	Disposal Facility - Disposal Capacity ² (tons per year)	Proposed Project Percent of Yearly Intake ³
1,191,080 square feet	13 lb/1000 sq. ft/day	2,826	Badlands Landfill – 1,460,000	0.194
			El Sobrante Landfill – 3,650,000	0.077
			TOTAL LANDFILL CAPACITY – 5,110,000	0.055

¹ Waste disposal rates from California Integrated Waste Management Board (www.ciwmb.ca.gov).

² Daily permitted throughput (tons/day) x 365.

³ (Proposed Project Total / Disposal Facility Capacity) x 100

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate the potential significant adverse impacts upon solid waste facilities or to reduce impacts to below the level of significance. However, impacts associated with the proposed project upon the provision of solid waste services are considered to be less than significant without mitigation. Therefore, no mitigation measures are required.

Summary of Environmental Effects After Mitigation Measures Are Implemented

Less than significant impacts at the project-specific level related to solid waste disposal are expected to occur without any mitigation.

4.12 TRANSPORTATION/TRAFFIC

Potential impacts related to air traffic, increased hazards due to a design feature or incompatible use, inadequate emergency access, and inadequate parking were all found to be less than significant in the Initial Study/NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts associated with an increase in traffic in relation to the existing traffic load and capacity of the street system; an exceedance, either individually or cumulatively, of established congestion management agency levels of service; and conflicts with adopted policies, plans, or programs supporting alternative transportation.

Riverside County Transportation Commission (RCTC) is designated as the Congestion Management Agency (CMA) to oversee the Congestion Management Program (CMP). RCTC approved the modification of the CMP Land Use Coordination Element, which includes the elimination of the Traffic Impact Assessment (TIA) report process and replacing it with an Enhanced Traffic Monitoring System. Prior to this modification of the CMP, a TIA report had to be prepared consistent with the CMP/Local Agency Guidelines whenever a proposed development generated greater than 200 peak hour trips. However, as of July 1, 1997, assessing these impacts consistent with the CMP guidelines is no longer required by RCTC. Therefore, although City of Perris' Initial Study Checklist includes a reference to CMA levels of service, for the purposes of this analysis, City of Perris General Plan will be used as the guiding document for acceptable levels of service against which impacts are measured.

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

- Albert A. Webb Associates, *Traffic Impact Study Report, Rados Distribution Center – Perris (P07-0119)*, November 7, 2008. (Appendix J)
- Albert A. Webb Associates, *Addendum to Traffic Impact Study Report, Rados Distribution Center – (P07-0119), City of Perris, CA dated November 7, 2008*, September 9, 2009. (Appendix J)
- City of Perris, *City of Perris General Plan 2030*, July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on February 27, 2008.)

The *Traffic Impact Study Report* (Traffic Study) for the project was prepared by Albert A. Webb Associates (see Appendix J). The Traffic Study findings are summarized within this section of the DEIR.

The objectives of the Traffic Study were to:

- determine existing traffic conditions in the vicinity of the proposed project;
- evaluate the traffic generated from the proposed development;

- determine existing plus project traffic conditions – existing volumes, plus three percent per year ambient growth¹, plus project generated traffic;
- determine cumulative plus project traffic conditions – existing volumes, plus three percent ambient growth, plus project traffic, plus cumulative² traffic; and
- determine if the level of service required by the City of Perris General Plan will be maintained at all affected intersections and, if not, determine the mitigation measures that will be necessary in order to maintain the required level of service.

Traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level ‘A’ being best and level ‘F’ being worst. **Table 4.12-A, Level of Service (LOS) Standards**, describes LOS levels in terms that the average driver can understand.

Table 4.12-A
Level of Service (LOS) Standards

Level of Service (LOS)	Signalized Intersections: Stopped Delay (seconds/vehicle)	Unsignalized Intersections: Stopped Delay (seconds/vehicle)	Qualitative LOS Description
A	≤ 10	≤ 10	Free flow: Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.
B	> 10 and ≤ 20	> 10 and ≤ 15	Stable flow: Operating speeds beginning to be affected by other traffic; between 1% and 10% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
C	> 20 and ≤ 35	> 15 and ≤ 25	Stable Flow, Increased Density: Operating speeds and maneuverability closely controlled by other traffic; between 11% and 30% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.
D	> 35 and ≤ 55	> 25 and ≤ 35	Stable Flow, High Density: Tolerable operating speeds; 31% to 70% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standards in urban areas.
E	> 55 and ≤ 80	> 35 and ≤ 50	Flow at or Near Capacity: maximum traffic volume an intersection can accommodate; restricted speeds; 71% to 100% of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.
F	> 80	> 50	Forced or Breakdown Flow: Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at LOS ‘E’ due to decreased speeds.

¹ Ambient growth accounts for unknown area growth in traffic volumes due to the development of projects outside the study area and also general growth in traffic due to changes in neighboring communities which cannot be accurately modeled.

² Cumulative projects account for other approved and pending projects located within the project vicinity.

Setting

The project site consists of approximately 61.63 acres located at the northeast corner of Rider Street and Webster Avenue, in the City of Perris. The project site is rectangular in shape and is bounded by Webster Avenue on the west, Rider Street on the south, and Indian Avenue on the east. The location of the proposed project site and its surrounding roadway system are shown on **Figure 4.12-1, Existing Roadway System**.

The following is a general list of major roadways that provide service to the area:

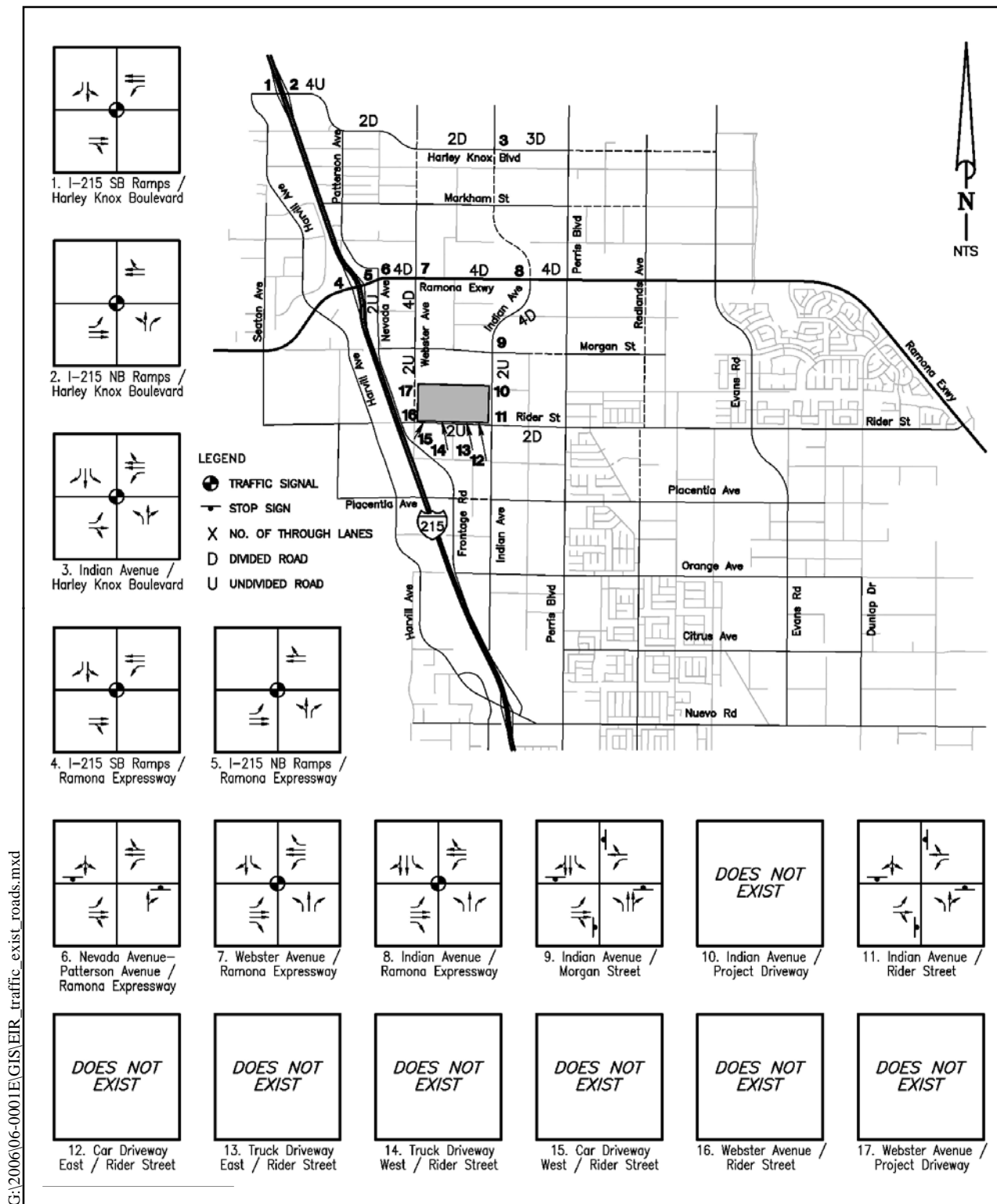
- **Ramona Expressway** – Ramona Expressway is an east-west roadway located approximately three-quarters of a mile north of the proposed project site. This roadway runs between Interstate 215 and Highway 74, east of the City of Hemet. Ramona Expressway is designated as a four-lane Expressway in the City of Perris General Plan Circulation Element, with a future expansion (year 2030) to six lanes along its entire stretch through the City of Perris.
- **Perris Boulevard** – Perris Boulevard is a north-south roadway located approximately one-half mile east of the proposed project site. Between Harley Knox Boulevard (formerly Oleander Avenue) and Ramona Expressway, this roadway is designated by the City of Perris General Plan's Circulation Element as a four-lane divided Arterial, with an ultimate 128-foot right-of-way.
- **Indian Avenue** – Indian Avenue is a north-south roadway that runs adjacent to the east side of the proposed project site. Between Harley Knox Boulevard and Ramona Expressway, this roadway is designated by the City of Perris General Plan's Circulation Element as a four-lane Secondary Arterial, with an ultimate 94-foot right-of-way.
- **Webster Avenue** – Webster Avenue is a north-south roadway that runs adjacent to the west side of the proposed project site. This roadway is designated by the City of Perris General Plan's Circulation Element as a four-lane Secondary Arterial, with an ultimate 94-foot right-of-way.
- **Interstate 215** – Interstate 215 (I-215) is a northwest-southeast six-lane freeway located west of the proposed project site at an approximate distance that ranges from 500 feet (at the south end) to 800 feet (at the north end). It connects the San Bernardino area to the north with the Riverside area and the Perris, Sun City, Temecula areas to the south. The nearest I-215 freeway interchanges to the project site are currently at Ramona Expressway or Harley Knox Boulevard, approximately three-quarters and two and one-quarter miles northwest of the project site, respectively.
- **Harley Knox Boulevard (formerly Oleander Avenue)** – Harley Knox Boulevard is an east-west roadway that is located approximately one and one-half miles north of the proposed project site. Harley Knox Boulevard is currently a two-lane undivided road from Patterson Avenue to Indian Avenue and a dirt road from Indian Avenue, east to Murrieta Road. This roadway is designated by the City of Perris General Plan's Circulation Element as an Arterial Highway (six-lane divided road) with an ultimate 128-foot right-of-way.

- **Rider Street** – Rider Street is an east-west roadway that runs adjacent to the south side of the proposed project site. This roadway is designated by the City of Perris General Plan's Circulation Element as a four-lane Secondary Arterial, with an ultimate 94-foot right-of-way.
- **Morgan Street** – Morgan Street is an east-west roadway located approximately one-quarter mile north of the proposed project site. This roadway is designated by the City of Perris General Plan's Circulation Element as a four-lane Secondary Arterial, with an ultimate 94-foot right-of-way.

The ease with which intersections within the study area handle traffic predominantly controls the operation of the roadway system as a whole. Therefore, the Traffic Study's analysis of traffic at study area intersections was used to evaluate the traffic impacts of the proposed project. Based upon the Traffic Study, seventeen intersections within the study area were evaluated to determine their existing and future levels of service, with and without traffic from the proposed project; those seventeen intersections are:

1. I-215 Southbound Ramps / Harley Knox Boulevard
2. I-215 Northbound Ramps / Harley Knox Boulevard
3. Indian Avenue / Harley Knox Boulevard
4. I-215 Southbound Ramps / Ramona Expressway
5. I-215 Northbound Ramps / Ramona Expressway
6. Nevada Avenue-Patterson Avenue / Ramona Expressway
7. Webster Avenue / Ramona Expressway
8. Indian Avenue / Ramona Expressway
9. Indian Avenue / Morgan Street
10. Indian Avenue / Project Driveway
11. Indian Avenue / Rider Street
12. Car Driveway East / Rider Street
13. Truck Driveway East / Rider Street
14. Truck Driveway West / Rider Street
15. Car Driveway West / Rider Street
16. Webster Avenue / Rider Street
17. Webster Avenue / Project Driveway

The surrounding area was formerly agricultural but is transitioning into predominantly industrial uses. Adjacent to the project site are agriculture fields to the east and northeast, a commercial site and vacant land to the west, and existing industrial development to the north and south. Average Daily Traffic (ADT) represents the number of vehicles on the roadway, per day, and is a standard way to estimate the volume of vehicles on a particular roadway.



Source: Albert A Webb Associates, Sept. 9, 2009,
Addendum to Traffic Impact Study Report, Rados
Distribution Center - (P07-0119), City of Perris, CA,
dated Nov. 7, 2008.

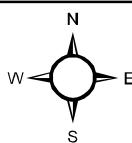


Figure 4.12-1
Existing Roadway System

The calculations for existing levels of service are based upon actual AM and PM peak hour traffic counts that were compiled as part of the Traffic Study. Seven of the seventeen analyzed intersections did not exist at the time the Traffic Study was prepared (intersections 10, and 12 through 17, as listed above). All of the analyzed intersections currently operate at a LOS that is acceptable to the City of Perris, except for the intersection of Nevada Avenue-Patterson Avenue / Ramona Expressway (intersection 6, as indicated above), which operates at LOS F in both the AM and PM peak hours. See **Table 4.12-B, Levels of Service – Existing Conditions (Year 2008)**. Under existing traffic conditions, no additional traffic signals appear to be warranted at the study area intersections.

**Table 4.12-B
Levels of Service – Existing Conditions (Year 2008)**

Intersection	Traffic Control Status ¹	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. I-215 SB Ramps / Harley Knox Boulevard	Signal	27.1	C	24.3	C
2. I-215 NB Ramps / Harley Knox Boulevard	Signal	26.5	C	22.1	C
3. Indian Avenue / Harley Knox Boulevard	Signal	27.9	C	27.5	C
4. I-215 SB Ramps / Ramona Expressway	Signal	36.4	D	58.6	E
5. I-215 NB Ramps / Ramona Expressway	Signal	21.7	C	18.1	B
6. Nevada Ave-Patterson Ave / Ramona Expressway	TWSC	174.8	F	OFL	F
7. Webster Avenue / Ramona Expressway	Signal	35.2	D	22.7	C
8. Indian Avenue / Ramona Expressway	Signal	13.6	B	19.7	B
9. Indian Avenue / Morgan Street	AWSC	13.0	B	9.2	A
10. Indian Avenue / Project Driveway	Does Not Exist				
11. Indian Avenue / Rider Street	AWSC	13.6	B	10.3	B
12. Car Driveway East / Rider Street	Does Not Exist				
13. Truck Driveway East / Rider Street	Does Not Exist				
14. Truck Driveway West / Rider Street	Does Not Exist				
15. Car Driveway West / Rider Street	Does Not Exist				
16. Webster Avenue / Rider Street	Does Not Exist				
17. Webster Avenue / Project Driveway	Does Not Exist				

¹ TWSC = Two Way Stop Controlled, AWSC = All Way Stop Controlled

Table 4.12-C, Cumulative (Off-Site) Projects Within Study Area indicates the approved and pending projects within the traffic study area. These projects were included per direction from City of Perris staff.

**Table 4.12-C
Cumulative (Off-Site) Projects Within Study Area**

Project	Land Use	Qty	Unit¹	AM Peak Hour	PM Peak Hour	Daily
1. TR 30850	Single-Family Detached	496	DU	372	501	4,747
2. TR 30973	Single-Family Detached	33	DU	24	33	316
3. TR 31157	Single-Family Detached	578	DU	434	584	5,531
4. TR 31225	Single-Family Detached	57	DU	43	57	545
5. TR 31226	Single-Family Detached	79	DU	59	80	756
6. TR 31240	Single-Family Detached	168	DU	126	170	1,608
7. TR 31367	Single-Family Detached	8	DU	6	8	77
8. TR 31371	Single-Family Detached	18	DU	13	19	172
9. TR 31650	Single-Family Detached	61	DU	46	62	584
10. TR 31659	Single-Family Detached	161	DU	121	163	1,541
11. TR 31678	Single-Family Detached	8	DU	6	8	77
12. TR 31683	Single-Family Detached	15	DU	11	16	144
13. TR 31809	Single-Family Detached	22	DU	16	22	211
14. TR 31925	Single-Family Detached	25	DU	19	25	239
15. TR 32041	Single-Family Detached	311	DU	233	314	2,976
16. TR 32249	Single-Family Detached	274	DU	205	276	2,622
17. TR 32262	Single-Family Detached	334	DU	250	338	3,196
18. TR 32406	Single-Family Detached	15	DU	11	16	144
19. TR 32428	Single-Family Detached	75	DU	56	76	718
20. TR 32497	Single-Family Detached	137	DU	103	139	1,311
21. TR 32707	Single-Family Detached	137	DU	103	139	1,311
22. TR 32708	Single-Family Detached	234	DU	175	237	2,239
23. TR 33066	Single-Family Detached	49	DU	36	49	469
24. TR 33193	Single-Family Detached	24	DU	18	24	230
25. TR 33199	Single-Family Detached	26	DU	20	27	249
26. TR 33200	Single-Family Detached	130	DU	98	131	1,244
27. TR 33338	Single-Family Detached	75	DU	56	76	718
28. TR 33608	Single-Family Detached	81	DU	60	82	775
29. TR 33670	Single-Family Detached	54	DU	40	55	517
30. TR 33720	Single-Family Detached	57	DU	43	57	545
31. TR 34048	Single-Family Detached	8	DU	6	8	77
32. TR 34078	Single-Family Detached	72	DU	54	73	689
33. TR 34260	Single-Family Detached	15	DU	11	16	144
34. TR 34429	Single-Family Detached	53	DU	40	54	507
35. TR 34582	Single-Family Detached	59	DU	44	60	565
36. TR 34716	Single-Family Detached	335	DU	252	338	3,206
37. TR 34887	Residential Condominium/Townhouse	92	DU	40	48	539
38. P05-0026	General Light Industrial	7.8	TSF	10	11	70
39. P05-0058	Shopping Center	113.8	TSF	127	511	5,540

Project	Land Use	Qty	Unit¹	AM Peak Hour	PM Peak Hour	Daily
40. P05-0113	High-Cube Warehouse	1,743.7	TSF	235	226	3,344
41. P05-0192	High-Cube Warehouse	697.6	TSF	92	88	1,338
42. P05-0271	General Light Industrial	38.1	TSF	54	49	342
43. P05-0284	General Office Building	38.9	TSF	89	123	645
	Residential Condominium/Townhouse	6	DU	2	3	35
44. P05-0302	General Office Building	0.9	TSF	5	80	35
45. P05-0343	Shopping Center	9.3	TSF	28	98	1,087
46. P05-0432	Warehousing	6	TSF	2	3	37
47. P05-0433	Mini-Warehouse	78.2	TSF	12	20	196
48. P06-0308	Industrial Park	365.8	TSF	490	621	4,748
49. P05-0452	Warehousing	31.2	TSF	17	21	199
50. P05-0477	High-Cube Warehouse	463.8	TSF	63	60	890
51. P05-0493	High-Cube Warehouse	1,931.2	TSF	256	249	3,703
52. P06-0014	Church	6	TSF	4	4	55
53. P06-0019 ²	Shopping Center	23	TSF	49	178	1,960
54. P06-0056	Fast Food Restaurant w/Drive Thru	3.4	TSF	135	89	1,265
55. P06-0059	Automobile Parts Sales	5.3	TSF	10	27	279
56. P06-0099	New Car Sales	34.6	TSF	71	92	1,154
57. P06-0135	Warehousing	15	TSF	9	9	95
58. P07-07-0032	Shopping Center	24.7	TSF	50	186	2,053
59. P06-0228	General Light Industrial	160	TSF	226	206	1,433
60. P06-0240	Mini-Warehouse	65.5	TSF	10	18	164
61. P06-0244	Senior Adult Housing - Detached	412	DU	95	136	1,805
62. P06-0299	Warehousing	11.1	TSF	4	7	71
63. PM30630	General Light Industrial	159	TSF	221	205	1,423
64. PM31868	General Light Industrial	159	TSF	221	205	1,423
65. P06-0351	General Light Industrial	99.2	TSF	140	126	886
66. CUP03425	General Light Industrial	67	TSF	93	87	600
67. CUP03468	Gasoline/Service Station with Convenience Market and Car Wash	16	VFP	114	144	1,650
	Shopping Center	12.3	TSF	29	105	1,174
68. CUP03477	General Light Industrial	31.2	TSF	44	38	279
69. CUP03370	Shopping Center	32	TSF	59	221	2,428
70. PP19301	Mini-Warehouse	88.2	TSF	13	22	221
71. PP19316	General Office Building	24	TSF	60	106	444
72. PP19728	General Light Industrial	9.6	TSF	16	12	88
73. PP20699	Warehousing	1,419	TSF	841	809	7,310
74. PP21027	General Light Industrial	500	TSF	703	641	4,475
75. PP21069	General Light Industrial	79.3	TSF	112	102	710
76. PP21144	General Light Industrial	118.5	TSF	169	155	1,061
77. PP16823	Manufacturing	22	TSF	25	21	108
78. PP21552	Warehousing	947	TSF	339	366	6,232
79. TR30592	Single-Family Detached	131	DU	101	136	1,334
80. P05-0024	High-Cube Warehouse	169.8	TSF	27	21	326
81. P05-0159	Single-Family Detached	54	DU	40	55	517
82. P06-0319	Single-Family Detached	115	DU	86	117	1,101
83. P06-0358	Shopping Center	15.1	TSF	38	134	1,490

Project	Land Use	Qty	Unit¹	AM Peak Hour	PM Peak Hour	Daily
84. P06-0365	High-Cube Warehouse	354.5	TSF	47	48	678
85. P06-0417	High-Cube Warehouse	2,004.4	TSF	290	340	4,440
86. P06-0450	General Light Industrial	71.3	TSF	101	93	641
87. P06-0482	Single-Family Detached	178	DU	134	180	1,703
88. P06-0498	High-Cube Warehouse	642.1	TSF	90	84	1,234
89. P06-0511	Recreational Community Center	12	TSF	20	20	275
P06-0511	Warehousing	4	TSF	11	7	467
90. P07-0083	General Light Industrial	32.6	TSF	46	39	292
91. P07-0160	General Office Building	27.4	TSF	67	110	492
92. P07-06-0030	High-Cube Warehouse	386.9	TSF	47	51	742
93. P07-07-0029	High-Cube Warehouse	3,008	TSF	401	386	5,771
94. P07-07-0033	Shopping Center	18.5	TSF	42	154	1,701
95. P07-08-0006	Manufacturing	47	TSF	16	32	207
96. P07-09-0018	Warehousing	173	TSF	192	159	1,294
97. P07-09-0034	Residential Condominium/Townhouse	36	DU	16	19	211
98. P07-10-0015	Hotel	121	Rooms	81	85	1,079
99. P07-10-0016	Shopping Center	12.7	TSF	34	120	1,332
100. P07-11-0010	Shopping Center	16.5	TSF	40	142	1,579
101. P08-05-0021	Manufacturing	49.6	TSF	20	33	221
102. P03-0388	High-Cube Warehouse	201.6	TSF	20	33	221
	Warehousing	292.6	TSF	225	204	1,829
103. P05-0067	Warehousing	10.5	TSF	20	11	499
104. P05-0217	General Light Industrial	22.1	TSF	29	27	198
105. P05-0379	Business Park	72.4	TSF	105	112	1,525
106. P06-0140	Industrial Park	82.6	TSF	158	198	2,146
107. P06-0396	Warehousing	159.8	TSF	185	144	1,230
108. P07-0091	Shopping Center	78.0	TSF	101	398	4,333
109. P07-08-0012	Mini-Warehouse	8.0	TSF	1	2	20
110. Harvest Landing Phases 1 and 2	Mixed Use			1,976	2,417	24,496
TOTAL				13,399	16,953	170,376

¹ DU = Dwelling Units, TSF = Thousand Square Feet, VFP = Vehicle Fueling Positions

Related Regulations

The City of Perris “Street Fee” was enacted by City Resolution No. 2224, and authorizes the City to impose street improvement fees for the purposes of defraying all or a portion of the cost of public facilities related to a development project. The fees owed by the project will be based on the current fee rate at the time of construction.

The City of Perris General Plan establishes Circulation Policies for proposed projects. The City of Perris has established a citywide target of a minimum LOS D on all City-maintained roads with some exceptions (see “Thresholds of Significance” above for details and exceptions). Project development will meet and comply with all applicable City Circulation Policies by incorporating the below-listed mitigation measures. These policy standards address: Road

Rights-of-Way and Dedication; Roadway Design; Alignment; Access; Intersections; On-Site Road Improvements; Off-Site Road Improvements; Arterial Highways; Collector Streets; Commercial and Industrial Development; Circulation Hazards; Flooding; Dust and Blowsand; Congestion Relief/Level of Service; Parking; Pedestrian Facilities and Bikeways.

To ensure that area-wide traffic conditions do not worsen as development occurs throughout the County of Riverside, the County has established "fair share" mitigation fees which apply to projects within the City. This Transportation Uniform Mitigation Fee (TUMF) as well as a Road and Bridge Benefit District (RBBD) fee that the proposed project will be required to pay will offset the project contribution to area-wide traffic impacts. The fees owed by the project proponent will be based on the current fees at the time of construction.

Design Considerations

The proposed project will have one full access driveway on Indian Avenue, two full access and two limited access (right turns only) driveways on Rider Street, and one full access driveway on Webster Avenue. The two limited access driveways on Rider Street are restricted to car use only; the two full access driveways on Rider Street are restricted to heavy-truck use only. The project will include improving Indian Avenue, Rider Street, and Webster Avenue along the project frontage. The following is a general list of the improvements:

1. Indian Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site.
2. Indian Avenue shall be constructed as a 42-foot pilot road from the northern edge of the project site to Harley Knox Boulevard.
3. Webster Avenue shall be improved to its full street right-of-way to the center lane, plus 15 feet, where it fronts the project site.
4. Rider Street shall be improved to its full street right-of-way to the center lane, plus 15 feet where it fronts the project site, eastward to Perris Boulevard.
5. Install a stop sign at all project driveway exits.

Street Improvements will be made to these roadways pursuant to City of Perris Design Guidelines. The internal driveways and parking areas are designed to meet or exceed City of Perris standards for construction and design safety, including adequate turning radii for emergency vehicles.

Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to transportation/traffic may be considered potentially significant if the project would:

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

This will be considered significant if, either individually or cumulatively, the project exceeds a Level of Service D on any City-maintained roads (including intersections) and along I-215 and SR-74 (including intersections with local streets and roads), except that LOS E is acceptable at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps.

- conflict with adopted policies, plans or programs supporting alternative transportation.

Environmental Impacts Before Mitigation

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

- This will be considered significant if, either individually or cumulatively, the project exceeds a Level of Service D on any City-maintained roads (including intersections) and along I-215 and SR-74 (including intersections with local streets and roads), except that LOS E is acceptable at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps.

Traffic projections for the proposed project take into consideration several factors. Trip generation represents the amount of traffic traveling to and from the proposed project. Trip distribution considers the directional orientation of traffic associated with the project. Modal split takes into account the traffic-reducing potential of public transit or other forms of transportation. Understanding trip generation and trip distribution are important in order to analyze a project's contribution to traffic load and capacity.

Project Trip Generation

Trip generation represents the amount of traffic traveling to and from the proposed project. Trip generation rates are based upon a publication entitled *San Bernardino/Riverside County Warehouse Distribution Center Vehicle Trip Generation Study* by the National Association of Industrial and Office Properties (NAIOP), January 2005. **Table 4.12-D, Trip Generation Rates** shows the peak hour trip generation rates used for the proposed project.

**Table 4.12-D
Trip Generation Rates¹**

Land Use	Unit of Measurement ²	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
High-Cube Warehouse Land Use Category: NAIOP 2005	TSF	0.080	0.046	0.034	0.080	0.028	0.052	1.100

¹ Trip generation rates from the *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study* by the National Association of Industrial and Office Properties (NAIOP), January 2005.

² TSF – Thousand square feet

Table 4.12-E, Trip Generation Rate Breakdown by Classification provides the peak hour trip generation rate breakdown by classification for the proposed project. The trip generation rate breakdown by classification for high-cube warehouse is based upon the passenger car/truck split from the *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study*.

**Table 4.12-E
Trip Generation Rate Breakdown by Classification**

Vehicle Classification	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	
Passenger Cars	0.037	0.021	0.016	0.046	0.016	0.030	0.566
Trucks (2 Axle)	0.007	0.004	0.003	0.006	0.002	0.004	0.091
Trucks (3 Axle)	0.010	0.006	0.004	0.008	0.003	0.005	0.121
Trucks (4+ Axle)	0.026	0.015	0.011	0.020	0.007	0.013	0.322
Total	0.080	0.046	0.034	0.080	0.028	0.052	1.100

Table 4.12-F, Project Trip Generation provides the daily and peak hour trip generation for the proposed project. As shown in **Table 4.12-F**, this project is estimated to generate approximately 1,310 daily trip-ends including 96 trip-ends during the AM peak hour and 95 trip-ends during the PM peak hour.

Table 4.12-F, Project Trip Generation

Land Use	Quantity	Unit ²	AM Peak Hour Total			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
High-Cube Warehouse	1,191.1	TSF	96	55	41	95	33	62	1,310

¹ Trip generation rates from the *San Bernardino/Riverside County Warehouse/Distribution Center Vehicle Trip Generation Study* by the National Association of Industrial and Office Properties (NAIOP), January 2005.

² TSF=Thousand Square Feet

Table 4.12-G, Project Trip Generation Breakdown by Classification provides the breakdown of the trip generation for the proposed project into passenger car and truck classifications. **Table 4.12-H, Project Trip Generation Breakdown by Classification in PCE** provides the breakdown of passenger car and truck classifications into passenger car equivalents (PCE). The trip generation uses a PCE factor of 1.5 for 2 axle, 2.0 for 3 axle and 3.0 for 4+ axle trucks. As shown, the project is anticipated to generate approximately 2,276 PCE daily trip-ends, including 175 PCE trip-ends during the AM peak hour and 155 PCE trip-ends during the PM peak hour.

**Table 4.12-G
Project Trip Generation Breakdown by Classification¹**

Vehicle Classification	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	
Passenger Cars	44	25	19	55	19	36	674
Trucks (2 Axle)	9	5	4	7	2	5	108
Trucks (3 Axle)	12	7	5	10	4	6	144
Trucks (4+ Axle)	31	18	13	23	8	15	384
Total	96	55	41	95	33	62	1,310

**Table 4.12-H
Project Trip Generation Breakdown by Classification in PCE¹**

Vehicle Classification	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	
Passenger Cars (PCE = 1.0)	44	25	19	55	19	36	674
Trucks (2 Axle, PCE = 1.5)	14	8	6	11	3	8	162
Trucks (3 Axle, PCE = 2.0)	24	14	10	20	8	12	288
Trucks (4+ Axle, PCE = 3.0)	93	54	39	69	24	45	1,152
Total (in PCE)	175	101	74	155	54	101	2,276

¹ PCE = Passenger Car Equivalency

Project Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is influenced by the geographical location of the site, type of land use in the study area (such as shopping centers and recreational sites), and proximity to the regional freeway system. The directional orientation of traffic for the proposed project was determined based upon the existing roadway system, existing traffic patterns, and proximity of local urban centers.

Modal Split

The traffic-reducing potential of public transit was not considered in the Traffic Study. Therefore, the traffic projections provided in that study are considered conservative since public transit could reduce traffic volumes in the project area.

Levels of Service – Existing Plus Ambient Growth Plus Project Conditions (Year 2011)

The projected levels of service at the analyzed intersections under existing conditions, plus three years ambient growth, with project-specific traffic included are shown in **Table 4.12-I, Levels of Service – Existing Plus Ambient Growth Plus Project (Year 2011)**. A rate of 3% per year was utilized for ambient growth³ for the purposes of the Traffic Study. The levels of service shown on **Table 4.12-I** were based upon the existing geometrics at the intersections.

Table 4.12-I
Levels of Service – Existing Plus Ambient Growth Plus Project (Year 2011)

Intersection	Traffic Control Status ¹	AM Peak Hour		PM Peak Hour	
		Delay (Sec) ³	LOS	Delay (Sec) ³	LOS
1. I-215 SB Ramps / Harley Knox Boulevard	Signal	27.3	C	25.0	C
2. I-215 NB Ramps / Harley Knox Boulevard	Signal	25.9	C	21.0	C
3. Indian Avenue / Harley Knox Boulevard	Signal	28.0	C	29.3	C
4. I-215 SB Ramps / Ramona Expressway	Signal	43.7	D	81.4	F
5. I-215 NB Ramps / Ramona Expressway	Signal	25.6	C	19.4	B
6. Nevada Ave-Patterson Ave / Ramona Expressway	TWSC	OFL	F	OFL	F
7. Webster Avenue / Ramona Expressway	Signal	41.9	D	24.0	C
8. Indian Avenue / Ramona Expressway	Signal	19.2	B	21.4	C
9. Indian Avenue / Morgan Street	AWSC	16.1	C	10.2	B
10. Indian Avenue / Project Driveway	OWSC	10.8	B	13.2	B
11. Indian Avenue / Rider Street	AWSC	17.0	C	10.7	B
12. Car Driveway East / Rider Street	RIRO	9.3	A	8.8	A
13. Truck Driveway East / Rider Street	OWSC	10.9	B	11.0	B
14. Truck Driveway West / Rider Street	OWSC	10.6	B	10.7	B
15. Car Driveway West / Rider Street	OWSC	9.0	A	8.7	A
16. Webster Avenue / Rider Street	OWSC ²	10.1	B	10.4	B
17. Webster Avenue / Project Driveway	OWSC	8.6	A	8.6	A

¹ TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OWSC = One Way Stop Controlled; RIRO = Right In Right Out

² Two-way left turn lane

³ OFL = Overflow conditions whereas delay > 200 seconds

Table 4.12-B shows the existing levels of service at the analyzed intersections. The intersection of Nevada Avenue/Patterson Avenue and Ramona Expressway currently operates at LOS F, during both the AM and PM peak hours. During the PM peak hour, the intersection of the I-215 Southbound Ramps and Ramona Expressway currently operates at the maximum allowable LOS for that intersection, LOS E. Under existing plus ambient growth plus project-specific traffic conditions two intersections fail:

- I-215 Southbound Ramps and Ramona Expressway
- Nevada Avenue/Patterson Avenue and Ramona Expressway

³ Ambient growth accounts for unknown area growth in traffic volumes due to the development of projects outside the study area and also general growth in traffic due to changes in neighboring communities which cannot be accurately modeled.

Under the conditions presented in **Table 4.12-I**, one additional intersection fails when compared to the existing conditions; I-215 Southbound Ramps and Ramona Expressway. The intersection of Nevada Avenue/Patterson Avenue and Ramona Expressway still fails under existing plus ambient growth plus project-specific traffic conditions.

Levels of Service – Existing Plus Ambient Growth Plus Cumulative Development Plus Project (Year 2011)

The projected levels of service at the study intersections under existing plus ambient growth conditions, including cumulative development (projects on other sites within the subject project's vicinity) and project-specific traffic are shown in **Table 4.12-J, Levels of Service – Existing Plus Ambient Growth Plus Cumulative Development Plus Project (Year 2011)**. **Table 4.12-C** lists all of the approved cumulative projects that were accounted for in the Traffic Study. The cumulative projects, listed in **Table 4.12-C**, were provided by the City of Perris Engineering Department for inclusion in the traffic impact analysis. The levels of service shown on **Table 4.12-J** were based upon existing intersection geometrics.

Table 4.12-J
Levels of Service – Existing Plus Ambient Growth Plus Cumulative
Development Plus Project (Year 2011)

Intersection	Traffic Control Status ¹	AM Peak Hour		PM Peak Hour	
		Delay (Sec) ³	LOS	Delay (Sec) ³	LOS
1. I-215 SB Ramps / Harley Knox Boulevard	Signal	OFL	F	OFL	F
2. I-215 NB Ramps / Harley Knox Boulevard	Signal	OFL	F	OFL	F
3. Indian Avenue / Harley Knox Boulevard	Signal	OFL	F	197.9	F
4. I-215 SB Ramps / Ramona Expressway	Signal	OFL	F	OFL	F
5. I-215 NB Ramps / Ramona Expressway	Signal	146.4	F	177.3	F
6. Nevada Ave-Patterson Ave / Ramona Expressway	TWSC	OFL	F	OFL	F
7. Webster Avenue / Ramona Expressway	Signal	104.3	F	113.7	F
8. Indian Avenue / Ramona Expressway	Signal	56.8	E	75.6	E
9. Indian Avenue / Morgan Street	AWSC	92.0	F	36.8	E
10. Indian Avenue / Project Driveway	TWSC	23.4	C	49.9	E
11. Indian Avenue / Rider Street	AWSC	111.9	F	68.5	F
12. Car Driveway East / Rider Street	RIRO	9.3	A	9.2	A
13. Truck Driveway East / Rider Street	OWSC	11.4	B	11.8	B
14. Truck Driveway West / Rider Street	OWSC	11.1	B	11.5	B
15. Car Driveway West / Rider Street	OWSC	9.1	A	9.0	A
16. Webster Avenue / Rider Street	OWSC ²	10.6	B	10.7	B
17. Webster Avenue / Project Driveway	OWSC	8.9	A	9.0	A

¹ TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; OWSC = One Way Stop Controlled; RIRO = Right In Right Out

² Two-way left turn

³ OFL = Overflow conditions whereas delay > 200 seconds

Project Impacts

The proposed project is expected to generate 1,310 daily trip-ends, including 96 trip-ends during the AM Peak hour and 95 trip-ends during the PM Peak hour. Future roadway intersection performance is determined by evaluating existing traffic conditions (**Table 4.12-B**) and comparing those results to future scenario analysis results.

Under existing conditions (**Table 4.12-B**), the following intersection already exceeds an acceptable level of service:

- Nevada Avenue/Patterson Avenue and Ramona Expressway

Under existing plus ambient growth plus project conditions (**Table 4.12-I**), the following two intersections exceed an acceptable level of service:

- I-215 Southbound Ramps and Ramona Expressway
- Nevada Avenue/Patterson Avenue and Ramona Expressway

Under existing plus ambient growth plus cumulative development plus project conditions (**Table 4.12-J**), the following ten intersections exceed an acceptable level of service:

- I-215 Southbound Ramps and Harley Knox Boulevard
- I-215 Northbound Ramps and Harley Knox Boulevard
- Indian Avenue and Harley Knox Boulevard
- I-215 Southbound Ramps and Ramona Expressway
- I-215 Northbound Ramps and Ramona Expressway
- Nevada Avenue/Patterson Avenue and Ramona Expressway
- Webster Avenue and Ramona Expressway
- Indian Avenue and Morgan Street
- Indian Avenue and Project Driveway
- Indian Avenue and Rider Street

The preceding analysis shows that the project will contribute to the exceedance of City LOS thresholds both directly and cumulatively when analyzed with other area projects anticipated in the near future. Mitigation measures **MM Trans 1 through MM Trans 16**, in the form of construction of signals and roadway improvements, or payment of fees, as listed below will be required to reduce the potential impacts to less than significant levels.

Therefore, the proposed project will not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system, and will not exceed, either individually or cumulatively, a Level of Service D on any City-maintained roads [including intersections] and along I-215 and SR-74 [including intersections with local streets and roads], or a LOS E at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway, or at I-215 Freeway ramps); and therefore potential traffic-related impacts are considered **less than significant with mitigation**.

Threshold: *The project would conflict with adopted policies, plans or programs supporting alternative transportation.*

The proposed project is an industrial warehouse project which will consist of a building used to store and house goods during their local and regional distribution. The Riverside Transit Authority (RTA) operates Routes 19 (Moreno Valley Mall to Perris) and 41 (Mead Valley Community Center to RCRMC) within vicinity of the project site. Route 19 travels north and south along Perris Boulevard with “alternate routing” along Ramona Expressway, Webster Avenue, Morgan Street and Indian Avenue. Route 41 travels east and west along Cajalco/Ramona Expressway with routing along Webster Avenue, Morgan Street and Indian Avenue. Employees of the proposed project will be able to utilize these RTA routes as a means of alternate modes of transportation to and from work.

The City of Perris General Plan identifies alternate modes of transportation as being bus, rail or pedestrian. Specifically, Policy I.B.1 states: “require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts, transit stops, cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist and employment centers).” The project will include roadway improvements which include sidewalks and bike racks, and is located near to existing bus routes. The project will not conflict with the City’s adopted policies, plans or programs supporting alternative modes of transportation, and therefore potential impacts are considered **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures were drafted based on the Traffic Study (Appendix J) for their ability to eliminate the potential significant adverse impacts upon traffic or to reduce impacts to below the level of significance.

Based upon the traffic study, the following improvements will substantially lessen traffic impacts attributable to the project and other area-wide growth.

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

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

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

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

MM Trans 5: Sight distance at the project entrance roadway shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

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

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

Mitigation Measures MM Trans 8 through MM Trans 15 will be constructed by the developer of the proposed project prior to the issuance of occupancy permits, except where said improvements have previously been constructed.

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

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

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

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

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

MM Trans 9: Modify the intersection of Indian Avenue and Rider Street to include the following geometrics:

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

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

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

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

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

Northbound: Not Applicable.

Southbound: One right turn lane. Stop controlled.

Eastbound: One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One shared left turn and through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: One shared through and right turn lane.

Southbound: One shared left turn and through lane.

Eastbound: Not Applicable.

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

MM Trans 16: The project shall participate in the cost of off-site improvements through payment of the fair share mitigation fees. These fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build roads to the general plan build-out level.

Summary of Environmental Effects After Mitigation Measures Are Implemented

As shown in **Table 4.12-I**, two intersections are anticipated to exceed acceptable levels of service in the existing plus ambient growth plus project conditions scenario, without mitigation: I-215 Southbound Ramps and Ramona Expressway, and Nevada Avenue/Patterson Avenue and Ramona Expressway. However, with the incorporation of mitigation measures **MM Trans 1 through MM Trans 16** above, all of the study intersections are projected to operate at LOS D or better, thus meeting the City’s thresholds. **Table 4.12-K, Levels of Service – Existing plus Ambient Growth plus Project with Mitigation** provides the projected levels of service at the study area intersections with mitigation measures **MM Trans 1 through MM Trans 16** incorporated.

Table 4.12-K
Levels of Service - Existing plus Ambient Growth
plus Project with Mitigation

Intersection	Traffic Control Status ¹	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. I-215 SB Ramps / Harley Knox Boulevard	Signal	27.3	C	25.0	C
2. I-215 NB Ramps / Harley Knox Boulevard	Signal	25.9	C	21.0	C
3. Indian Avenue / Harley Knox Boulevard	Signal	28.0	C	29.3	C
4. I-215 SB Ramps / Ramona Expressway	Signal	32.3	C	46.1	D
5. I-215 NB Ramps / Ramona Expressway	Signal	25.6	C	19.4	B
6. Nevada Ave-Patterson Ave / Ramona Expressway	Signal	9.4	A	10.1	B
7. Webster Avenue / Ramona Expressway	Signal	41.9	D	24.0	C
8. Indian Avenue / Ramona Expressway	Signal	19.2	B	21.4	C
9. Indian Avenue / Morgan Street	AWSC	16.1	C	10.2	B
10. Indian Avenue / Project Driveway	OWSC	10.8	B	13.2	B
11. Indian Avenue / Rider Street	AWSC	17.0	C	10.7	B
12. Car Driveway East / Rider Street	RIRO	9.3	A	8.8	A
13. Truck Driveway East / Rider Street	OWSC	10.9	B	11.0	B
14. Truck Driveway West / Rider Street	OWSC	10.6	B	10.7	B
15. Car Driveway West / Rider Street	OWSC	9.0	A	8.7	A
16. Webster Avenue / Rider Street	OWSC ²	10.1	B	10.4	B
17. Webster Avenue / Project Driveway	OWSC	8.6	A	8.6	A

¹ AWSC = All Way Stop Controlled; OWSC = One Way Stop Controlled; RIRO = Right In Right Out

² Two-way left turn

4.13 WATER AND SEWER

Potential impacts related to water and sewer services were found to be potentially significant in the NOP prepared for this project (Appendix A). The focus of the following discussion is related to the potential impacts from the proposed project upon water and sewer services.

In addition to other reference documents, the following references were used in the preparation of this section of the DEIR:

- City of Perris, *City of Perris General Plan 2030*. July 12, 2005. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 28, 2009.)
- City of Perris, *City of Perris General Plan 2030 Draft EIR*, October 2004. (Available at the City of Perris and at www.cityofperris.org/city-hall/general-plan.html, accessed on January 28, 2009.)
- Eastern Municipal Water District, *Water Supply Assessment for the City of Perris Project (Development Plan Review Number 07-0119)*, June 4, 2008. (Appendix K)
- Eastern Municipal Water District, *2005 Urban Water Management Plan*, 2005 (Available at www.emwd.org/news/pubs_uwmp.html)

Setting

Water

The City of Perris is served by Eastern Municipal Water District (EMWD), which provides freshwater (potable water), wastewater service and recycled water to an area of 555 square miles. This includes six incorporated cities (including Perris) in addition to unincorporated areas in the County of Riverside. EMWD serves over 100,000 customers. EMWD has an existing 14-inch diameter waterline adjacent to the project site in Rider Street.

EMWD was formed in 1950 by popular vote; Eastern Municipal Water District serves as a public water agency. In 1951 it was annexed into the Metropolitan Water District (MWD) and is one of MWD's 26 member agencies. Initially, EMWD was to deliver imported water to supplement local groundwater to serve primarily agriculture. Over time, it has expanded to include ground water production, desalination, water filtration, wastewater collection and treatment, and regional water recycling to domestic users.

EMWD has three sources of water supply: imported water from MWD, which comes from the Colorado River Aqueduct and from Northern California through the State Water Project, local groundwater production, and recycled water. EMWD relies on MWD for 80% of its potable water supply. Potable water is supplied to EMWD either as treated or untreated water. Treated water is supplied from two treatment facilities: Mills MWD Water Treatment Facility and Lake Skinner Water Treatment Facility. Untreated water from MWD through the State Water Project is treated at a micro-filtration plant located in the City of Perris. The water treated at the Mills

Treatment Facility is water from the State Water Project. Water treated at Lake Skinner Treatment Facility is from both the Colorado River Aqueduct and State Water Project. A small amount of raw water from MWD is also used for agricultural purposes. MWD has developed and implemented an Integrated Resource Plan. The plan was updated and adopted in July 2004. It analyzes current data to determine demand and supply alternatives to determine reliability through 2025. The plan sets targets for conservation, local supplies, State Water Project supplies, Colorado River Aqueduct supplies, groundwater banking, and water transfers. By using a diverse mix of resources, MWD and its agencies reduce its dependency on a single water supply resource.

Groundwater is also a major supply of water (20%) in the Hemet/San Jacinto area of EMWD. It is the only source of locally-produced potable water. There are eight groundwater management zones in the San Jacinto Watershed within EMWD's service area. These eight groundwater management zones are: Canyon, San Jacinto Upper Pressure, San Jacinto Lower Pressure, Lakeview/Hemet North, Hemet South, Perris South, Perris North, and Menifee. Each area has a management plan which develops and implements comprehensive water resource management programs to protect, optimize, and enhance the use of all available resources. EMWD has developed several programs designed to take advantage of this local resource so there is less dependency on MWD imported water. Programs include the Hemet/San Jacinto Recharge and Recovery Program which is currently being processed through CEQA.

Recycled water is produced and treated at four regional water reclamation facilities. As the service area population grows, the demand for recycled water increases while reducing the demand for recycled water by agricultural customers. The supply of recycled water is not dependent on weather patterns and may increase in dry years. Storage facilities may become a challenge during wet years.

Sewer

EMWD's wastewater collection system includes over 1,534 miles of gravity sewer lines, 53 sewage lift stations, and 5 regional water reclamation facilities, which have a combined total capacity of 61 million gallons per day (MGD), with the potential to expand to 224 MGD. The closest sewerline to the project site is an 8-inch diameter sewerline in Indian Avenue.

Sewer flows generated by the project will ultimately be treated and disposed of at EMWD's existing Perris Valley Regional Water Reclamation Facility (PVRWRF). The plant currently receives sewage from a 120-square-mile area in Perris, Sun City, Romoland, Homeland, and a portion of Moreno Valley. The facility is sited on approximately 300 acres, west of Interstate 215, south of Case Road, in the City of Perris. Wastewater at this facility is treated to tertiary level and the water is sold to irrigate approximately 900 acres.

Recycled Water

EMWD operates and maintains four regional water reclamation facilities. These facilities treat water collected in EMWD's wastewater system for use as recycled water. EMWD currently has 91 recycled water customers and sells up to 26,000 AFY of recycled water. The majority of the recycled water sold is used for agricultural irrigation. In recent years, sales to municipal customers have rapidly increased as residential and urban development replaces irrigated farmland (**Table 4.13-A, EMWD Wastewater Treatment Facilities**).

Table 4.13-A
EMWD Wastewater Treatment Facilities

Treatment Plant	Level of Treatment	Capacity (mgd)	Typical Daily Flow (mgd)	Ultimate Expansion (mgd)
San Jacinto Valley RWRf	Secondary	11	7.8	27
Moreno Valley RWRf	Tertiary	13	11.2	16
Perris Valley RWRf	Tertiary	11	3.9*	100
Sun City RWRf	Tertiary	3	2.4	15-27
Temecula Valley RWRf	Tertiary	12	6.0	54
TOTAL	-	50 mgd	31.3 mgd	224 mgd

* Perris Valley RWRf actually receives a total of 7.7 mgd. All flows from Sun City (2.4 mgd) are diverted to Perris Valley. Partial flows of 0.4 mgd from Moreno Valley and 1.0 mgd from Hemet are also diverted to the Perris Plant.

Related Regulations

Water

The proposed project is required to comply with Senate Bill 610. In October of 2001, Senate Bill (SB) 610 and SB 221 were signed into California state law with an effective date of January 1, 2002. SB 610 amended existing legal requirements for confirmation of water supply sufficiency as a condition of approval for development projects. The confirmation of water supply sufficiency is achieved through an analysis of the water purveyor's existing and future water sources and existing and projected water demand in relation to a "project" as defined by SB 610, resulting in the production of a project-specific Water Supply Assessment (WSA). The WSA also requires additional analysis if any portion of the water purveyor's water supplies include groundwater.

The requirements of SB 610 are triggered for projects going through the California Environmental Quality Act (CEQA) process. During the CEQA process, the City or County processing the project is required to request a WSA from the identified water purveyor for any "project," as defined by SB 610. SB 610 allows the water purveyor 90 days from the date that it is requested, to prepare the project-specific WSA.

SB 610 defines a "project" as:

- a residential subdivision of 500 dwelling units or more;
- a shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet (sq. ft.) of floor space;
- a commercial office building employing more than 1,000 persons or having more than 250,000 sq. ft. of floor space;
- a hotel or motel having more than 500 rooms;
- an industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sq. ft. of floor space; or
- a mixed use project including one or more of the aforementioned projects or any other project demanding an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

The project involves the development of an approximately 1,191,080-square-foot distribution center and therefore, meets the fifth “project” definition criteria described above. Consequently, the proposed project is required to have a WSA prepared by EMWD and a water supply verification issued by EMWD is also required. A request to EMWD was made on behalf of the proposed project at the time the Notice of Preparation was circulated; and a WSA was prepared and adopted by EMWD’s Board of Directors. A copy of the WSA is located in Appendix K of this DEIR.

Sewer

There are no specific regulations related to the proposed sewer facilities that are applicable to the potential project.

Design Considerations

No specific design considerations have been incorporated as part of the project which will address potential impacts to water or sewer services and facilities. The project is proposed to connect to the existing 14-inch diameter waterline in Rider Street (**Figure 4.13-1, Conceptual Water Plan**). The project is also proposed to connect to the existing 8-inch diameter sewerline in Indian Avenue (**Figure 4.13-2, Conceptual Sewer Plan**).

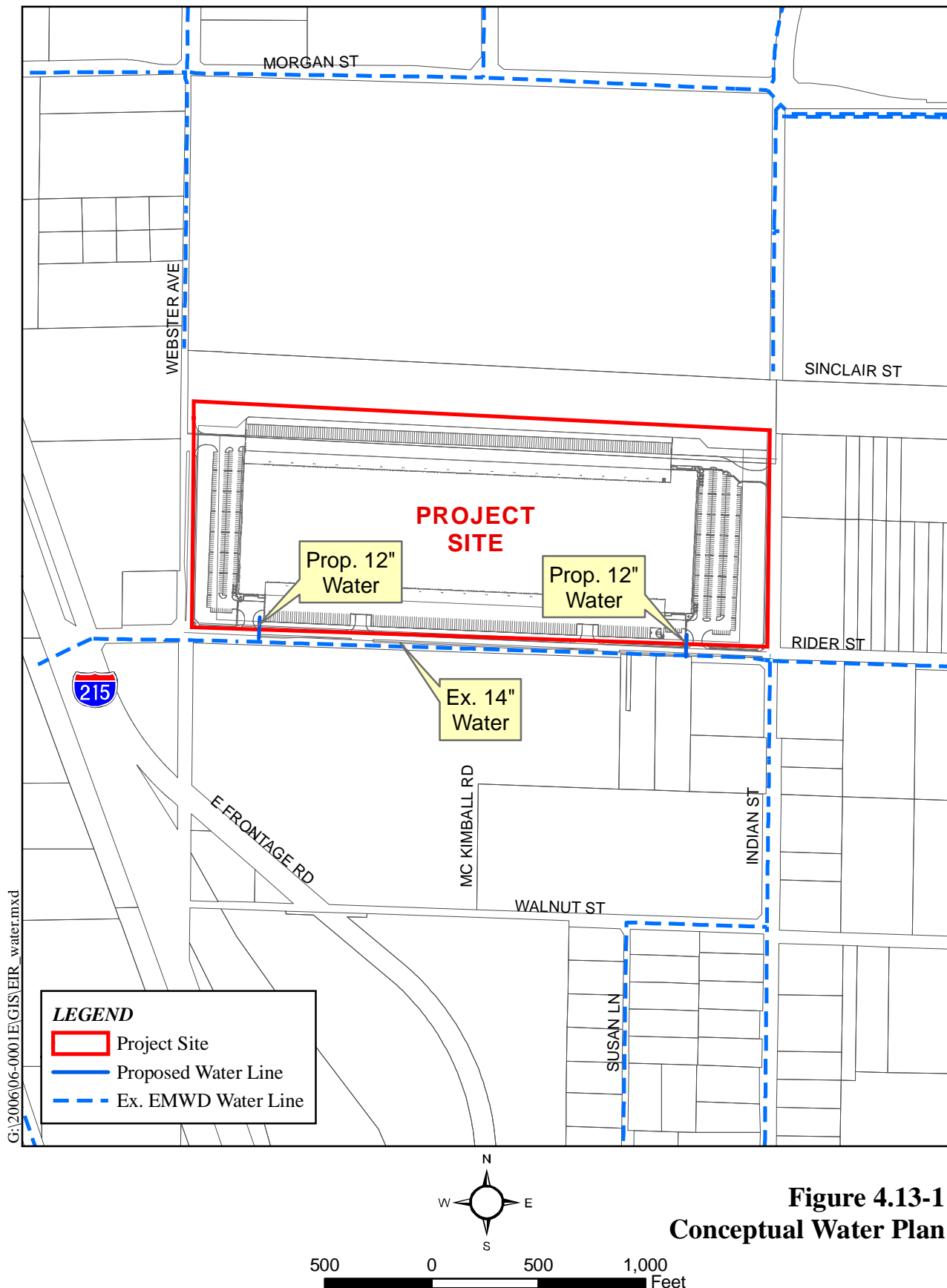


Figure 4.13-1
Conceptual Water Plan



Thresholds of Significance

The City of Perris has not adopted its own thresholds of significance and, instead, defers to the thresholds of significance identified in Appendix G of the CEQA Guidelines. Based on Appendix G of the CEQA Guidelines, impacts to water and sewer service may be considered potentially significant if the project would:

Water

- require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects; and/or
- have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.

Sewer

- require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects; and/or
- result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Environmental Impacts Before Mitigation

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

EMWD provides water treatment services to the project site and the surrounding area. The project will connect to an existing 14-inch diameter water line located on Rider Street. **Figure 4.13-1, Conceptual Water Plan**, shows the location of the proposed and existing water lines.

Some additional water lines will be constructed within and adjacent to the boundaries of the proposed project in order to extend water service from the existing water line on Rider Street to new service points within the project.

Table 4.13-B shows the average projected water supply and demand from 2010 to 2030 from the EMWD Water Supply Assessment.

Table 4.13-B
Projected Water Supply and Demand Comparison (AF/YR)

	2010	2015	2020	2025	2030
Total Supply	173,720	199,796	222,582	240,886	257,091
Total Demand	164,422	184,610	208,323	232,331	255,649
Surplus Supply	9,298	15,186	14,259	8,555	1,442

Specifically, the project site is served by MWD raw supply water that is treated at the Perris Micro-Filtration Plant (Perris Plant) located in the City of Perris, south of Ramona Expressway. The Perris Plant has a current capacity of 15 cubic feet per second (cfs) (9.69 million gallons per day (mgd)). For comparison, 1 acre foot equals approximately 0.326 million gallons. Therefore, the Perris micro-filtration Plant can currently process approximately 10,849 AF/YR as calculated below.

$$(\text{Perris Plant Capacity } 9.69 \text{ mgd} \div 0.326 \text{ mg}) \times 365 \text{ days} = 10,849 \text{ AF/YR}$$

In 2005, the Perris Plant supplied (had demand for) approximately 8,000 AF/YR. Thus the plant has approximately 2,849 AF/YR additional capacity.

The Perris Plant is currently completing an expansion to add an additional 15.5 cubic feet per second (cfs) (10.0 mgd) to bring total capacity of the facility to 20 mgd. This additional capacity is consistent with the 5-year Capital Improvement Program adopted by EMWD. The current master plan for the facility indicates that the Perris Plant will be increased to 97 mgd by 2009. Per **Table 4.13-C**, the project's demand for potable water will be approximately 65 AF/YR or approximately 58,100 gallons per day (gpd). Therefore, based on available excess capacity at the Perris Plant which exceeds the proposed project's demand, expansion capacity at the Perris Plant, and the inclusion of the proposed project in EMWD demand modeling for future years, the project will not result in a need for the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Impacts related to water treatment facilities are **considered less than significant**.

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

According to the EMWD Water Supply Assessment (Appendix _ of this document), which is incorporated herein by reference, projected EMWD's domestic water demand is expected to increase from 164,422 acre-feet per year in 2010 to 255,649 acre-feet per year in 2030 in normal water years. The proposed project is expected to have a demand of 138.16 acre-feet per year, which is only 0.08% of EMWD's anticipated water demand for 2030. EMWD will have sufficient supplies in normal, dry and multiple dry years to satisfy projected demands within its service area, including the proposed project.

Table 4.13-C
Perris Distribution Center Demand for EMWD

Land Use	GPD/Acres	Projected Acres ¹	Project Water Demand (AFY) ²	EMWD's Projected Water Supply (2030)		
				<i>Normal</i>	<i>Single-Dry Year</i>	<i>Multi-Dry Year</i>
Light Industrial	700 gpd/ac	83	65 AFY	257,091 AFY	259,725 AFY	259,725 AFY
TOTAL			65 AFY			

Source: Eastern Municipal Water District, Water Supply Assessment (Appendix _ of this document).

¹ Although the project size is approximately 61.63 acres, the water supply assessment evaluated the proposed project as an 83-acre project.

² Demand converted from gallon per day (gpd) to acre-feet per year (AFY) – #gallons/day converted to #acre/day x 365 days= #AFY

EMWD is able to provide excess supply even in multiple dry years because it relies on MWD, which has stated in their Regional Urban Water Management Plan that it assures reliability of imported water supply to its member agencies through a multiple-year drought or single dry year through 2030.

As noted above, the primary source of EMWD's water supply is imported from MWD. MWD has two sources of water: the Colorado River and the State Water Project. Currently, there are no identified water quality risks that cannot be mitigated. MWD entitlements to water from these two sources exceed actual deliveries; however, MWD has developed a computer-based model named IRPSIM to evaluate the reliability of the supply. The IRPSIM is based on 70 years of historical hydrology (from 1922 to 1991) to allow it to estimate water surplus and shortage over a 20-year period. That model allowed MWD to analyze the reliability of deliveries to its member agencies during worst-case single year and multiple year drought events. The results of MWD's modeling indicate that it can maintain reliable supplies under such drought conditions throughout the 2005 to 2030 time period. Detailed justifications for MWD's supply projections are contained in Appendix A of MWD's 2005 Regional UWMP, which is included as Appendix B of the EMWD Water Supply Assessment. As detailed in that justification, MWD can expect supplies not just from the Colorado River and the State Water Project, but also conservation programs, groundwater storage programs, and water transfer/exchange programs. The latter programs, for example, would allow MWD to supplement deliveries from the State Water Project with 300,000 acre-feet of water.

The total anticipated water demand in 2030 by the project (roughly 65 acre-feet per year) is below the 257,100 acre-feet that the EMWD Water Supply Assessment anticipates will be available supply that year. MWD projects 100% reliability in supplies in all water year types, so demand and supply projections in single dry and multiple dry years vary only slightly. Additionally, EMWD's supply from groundwater and recycled water are not expected to vary greatly based on climatic variability. Therefore, based on the water supply assessment prepared for the project by EMWD and the above-mentioned EMWD Water Supply Assessment, the water supply impact associated with EMWD water service would not cause them to have insufficient water supplies available. Impacts are **less than significant**.

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

The project will be served by EMWD. The existing sewer line is located on Indian Ave, approximately 300 feet south of the project. EMWD has incorporated the extension of this 27-inch in diameter sewer line in their Master Water and Sewer Plan. The line will extend onto both Rider Street and continue north on Indian Avenue. **Figure 4.13-2, Conceptual Sewer Plan**, shows the proposed sewer network. These facilities would be placed within road rights-of-way, and would have minimal environmental impacts. Sewage collected from these lines will be conveyed to EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF), located west of the I-215 freeway and south of Highway 74.

Since the sewer extension is covered in EMWD's Master Water and Sewer Plan, the project will not result in new wastewater treatment facilities. Also, the sewer facilities will be constructed entirely within road rights-of-way, therefore impacts due to construction are considered to be **less than significant**.

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

Wastewater from the project will be treated at EMWD's PVRWRF located in the City of Perris. The plant receives sewage from a 120-square mile area covering Perris, Sun City, Romoland, Homeland and a portion of Moreno Valley. The facility is located on 300 acres. Recycled to high standards for beneficial reuse, the water is sold to farmers who irrigate about 900 acres. The PVRWRF has a current capacity of 11 MGD (million gallons per day). This facility has the potential to expand to 100 MGD. It is currently receiving 7.7 MGD.

EMWD uses a standard theoretical generation rate of 1,700 gallons per day per acre for commercial/industrial development. Using this theoretical rate, the proposed project's theoretical wastewater generation will be 48,450 gallons per day. These flows will need to be considered in projecting EMWD's future needs for purchased wastewater treatment capacity from the Perris Valley Regional Wastewater Reclamation Facility that will treat wastewater from the project site. Currently, this facility has a capacity of 11 million gallons per day (MGD), and is receiving approximately 7.7 MGD; thus it currently has sufficient capacity to accommodate the proposed project. This amount of wastewater is not considered a significant demand on EMWD's existing commitments to treat wastewater. Impacts are therefore, considered **less than significant**.

Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Mitigation measures are evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to water and sewer service. The proposed project will not result in any significant adverse impacts to water supply, or sewer infrastructure, and, therefore, mitigation is not required.

Summary of Environmental Effects After Mitigation Measures Are Implemented

Less than significant impacts to sewer and water facilities are expected to occur because the project includes water and sewer improvements as part of its project design.

5.0 MANDATORY CEQA TOPICS

The CEQA Guidelines set forth several general content requirements for EIRs. Those applicable to this project include cumulative impacts (Section 15130), unavoidable adverse impacts (Section 15126(b)), growth inducing impacts (Section 15126(d)), and alternatives to the project (Section 15126.6). The following addresses each of these general requirements.

CUMULATIVE IMPACT ANALYSIS

Introduction

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone (CEQA Guidelines Section 15130(b)).

As stated in the CEQA Guidelines, an EIR “shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable (Section 15130(a)). “Cumulatively considerable” means that “the incremental effects of an individual 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 as defined in Section 15130” (Section 15065(c)). Section 15355 of the CEQA Guidelines states that “cumulative impacts” occur from “...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”

A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine “reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project” (CEQA Guidelines Sections 15130(a)(3) and 15130(b)(5)).

CEQA Guidelines Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

This EIR primarily utilizes the “summary of projections” approach in the cumulative analysis. Section 15130(d) of the CEQA Guidelines states that, “Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and

program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.” Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact. (Section 15130(e) of the CEQA Guidelines)

Cumulative Analysis Setting

The cumulative impact analysis for the proposed project is based on information contained in the City of Perris General Plan 2030 and Draft Environmental Impact Report City of Perris General Plan 2030 (SCH No. 2004031135) certified by the City Council in October 2004. These documents are utilized because the geographic area addressed in the two documents encompasses not only the proposed project site, but all portions of City surrounding the proposed project site that could be potentially impacted by the proposed project’s contribution to cumulative impacts. Both of these documents are hereby incorporated by reference. The two documents are available for review at the locations cited for these documents in Section 6.0. (References) of this DEIR. Additionally, the project is consistent with the land use designations and policies of the City of Perris General Plan.

Because of the nature of individual environmental factors, the cumulative area for every issue addressed in this Draft EIR will not be identical. The individual cumulative areas for the issues addressed in this Draft EIR are provided in the respective impact sections.

In those instances where the list method was utilized for cumulative impact analysis, a list of projects was provided by the City of Perris for which, at the time the Traffic Study and EIR process started, had either been developed with the approval of the City of Perris or were pending approval by the City of Perris. Additional projects in other jurisdictions also contribute to cumulative impacts such as traffic. The list of projects considered in this cumulative analysis is presented in **Table 5.0-A, Cumulative (Off-Site) Projects within Study Area**. This is the same list as utilized in the proposed project’s traffic study in the Transportation/Traffic (Section 4.12) that would most relate to the geographic extent as the proposed project.

As defined in Section 15355 of the CEQA Guidelines, a cumulative impact consists of an impact which is created as a result of the combination of the proposed project evaluated in the Draft EIR together with other projects causing related impacts. The projects listed in **Table 5.0-A**, represent proposed residential developments and plot plans for commercial, warehousing, and/or industrial projects which are specifically within the proposed project vicinity and are the “other projects” that will be evaluated along with the proposed project in the cumulative impact analysis.

Table 5.0-A, Cumulative (Off-Site) Projects within Study Area

Project	Land Use	Qty	Unit¹
1. TR 30850	Single-Family Detached	496	DU
2. TR 30973	Single-Family Detached	33	DU
3. TR 31157	Single-Family Detached	578	DU
4. TR 31225	Single-Family Detached	57	DU
5. TR 31226	Single-Family Detached	79	DU
6. TR 31240	Single-Family Detached	168	DU
7. TR 31367	Single-Family Detached	8	DU
8. TR 31371	Single-Family Detached	18	DU
9. TR 31650	Single-Family Detached	61	DU
10. TR 31659	Single-Family Detached	161	DU
11. TR 31678	Single-Family Detached	8	DU
12. TR 31683	Single-Family Detached	15	DU
13. TR 31809	Single-Family Detached	22	DU
14. TR 31925	Single-Family Detached	25	DU
15. TR 32041	Single-Family Detached	311	DU
16. TR 32249	Single-Family Detached	274	DU
17. TR 32262	Single-Family Detached	334	DU
18. TR 32406	Single-Family Detached	15	DU
19. TR 32428	Single-Family Detached	75	DU
20. TR 32497	Single-Family Detached	137	DU
21. TR 32707	Single-Family Detached	137	DU
22. TR 32708	Single-Family Detached	234	DU
23. TR 33066	Single-Family Detached	49	DU
24. TR 33193	Single-Family Detached	24	DU
25. TR 33199	Single-Family Detached	26	DU
26. TR 33200	Single-Family Detached	130	DU
27. TR 33338	Single-Family Detached	75	DU
28. TR 33608	Single-Family Detached	81	DU
29. TR 33670	Single-Family Detached	54	DU
30. TR 33720	Single-Family Detached	57	DU
31. TR 34048	Single-Family Detached	8	DU
32. TR 34078	Single-Family Detached	72	DU
33. TR 34260	Single-Family Detached	15	DU
34. TR 34429	Single-Family Detached	53	DU
35. TR 34582	Single-Family Detached	59	DU
36. TR 34716	Single-Family Detached	335	DU
37. TR 34887	Residential Condominium/Townhouse	92	DU
38. P05-0026	General Light Industrial	7.8	TSF
39. P05-0058	Shopping Center	113.8	TSF
40. P05-0113	High-Cube Warehouse	1,743.7	TSF
41. P05-0192	High-Cube Warehouse	697.6	TSF
42. P05-0271	General Light Industrial	38.1	TSF
43. P05-0284	General Office Building	38.9	TSF
	Residential Condominium/Townhouse	6	DU

Project	Land Use	Qty	Unit¹
44. P05-0302	General Office Building	0.9	TSF
45. P05-0343	Shopping Center	9.3	TSF
46. P05-0432	Warehousing	6	TSF
47. P05-0433	Mini-Warehouse	78.2	TSF
48. P06-0308	Industrial Park	365.8	TSF
49. P05-0452	Warehousing	31.2	TSF
50. P05-0477	High-Cube Warehouse	463.8	TSF
51. P05-0493	High-Cube Warehouse	1,931.2	TSF
52. P06-0014	Church	6	TSF
53. P06-0019 ²	Shopping Center	23	TSF
54. P06-0056	Fast Food Restaurant w/Drive Thru	3.4	TSF
55. P06-0059	Automobile Parts Sales	5.3	TSF
56. P06-0099	New Car Sales	34.6	TSF
57. P06-0135	Warehousing	15	TSF
58. P07-07-0032	Shopping Center	24.7	TSF
59. P06-0228	General Light Industrial	160	TSF
60. P06-0240	Mini-Warehouse	65.5	TSF
61. P06-0244	Senior Adult Housing - Detached	412	DU
62. P06-0299	Warehousing	11.1	TSF
63. PM30630	General Light Industrial	159	TSF
64. PM31868	General Light Industrial	159	TSF
65. P06-0351	General Light Industrial	99.2	TSF
66. CUP03425	General Light Industrial	67	TSF
67. CUP03468	Gasoline/Service Station with Convenience Market and Car Wash	16	VFP
	Shopping Center	12.3	TSF
68. CUP03477	General Light Industrial	31.2	TSF
69. CUP03370	Shopping Center	32	TSF
70. PP19301	Mini-Warehouse	88.2	TSF
71. PP19316	General Office Building	24	TSF
72. PP19728	General Light Industrial	9.6	TSF
73. PP20699	Warehousing	1,419	TSF
74. PP21027	General Light Industrial	500	TSF
75. PP21069	General Light Industrial	79.3	TSF
76. PP21144	General Light Industrial	118.5	TSF
77. PP16823	Manufacturing	22	TSF
78. PP21552	Warehousing	947	TSF
79. TR30592	Single-Family Detached	131	DU
80. P05-0024	High-Cube Warehouse	169.8	TSF
81. P05-0159	Single-Family Detached	54	DU
82. P06-0319	Single-Family Detached	115	DU
83. P06-0358	Shopping Center	15.1	TSF
84. P06-0365	High-Cube Warehouse	354.5	TSF
85. P06-0417	High-Cube Warehouse	2,004.4	TSF
86. P06-0450	General Light Industrial	71.3	TSF
87. P06-0482	Single-Family Detached	178	DU
88. P06-0498	High-Cube Warehouse	642.1	TSF

Project	Land Use	Qty	Unit¹
89. P06-0511	Recreational Community Center	12	TSF
P06-0511	Warehousing	4	TSF
90. P07-0083	General Light Industrial	32.6	TSF
91. P07-0160	General Office Building	27.4	TSF
92. P07-06-0030	High-Cube Warehouse	386.9	TSF
93. P07-07-0029	High-Cube Warehouse	3,008	TSF
94. P07-07-0033	Shopping Center	18.5	TSF
95. P07-08-0006	Manufacturing	47	TSF
96. P07-09-0018	Warehousing	173	TSF
97. P07-09-0034	Residential Condominium/Townhouse	36	DU
98. P07-10-0015	Hotel	121	Rooms
99. P07-10-0016	Shopping Center	12.7	TSF
100. P07-11-0010	Shopping Center	16.5	TSF
101. P08-05-0021	Manufacturing	49.6	TSF
102. P03-0388	High-Cube Warehouse	201.6	TSF
	Warehousing	292.6	TSF
103. P05-0067	Warehousing	10.5	TSF
104. P05-0217	General Light Industrial	22.1	TSF
105. P05-0379	Business Park	72.4	TSF
106. P06-0140	Industrial Park	82.6	TSF
107. P06-0396	Warehousing	159.8	TSF
108. P07-0091	Shopping Center	78	TSF
109. P07-08-0012	Mini-Warehouse	8	TSF
110. Harvest Landing Phases 1 and 2	Mixed Use	*	*

TSF = Thousand Square Feet, DU = Dwelling Units, VFP=Vehicle Fueling Positions

* Specific quantities not available since use is mixed; however, Table 4.12-C of the Transportation/Traffic section of this document specifies the project's AM/PM peak hour and daily traffic generation.

Assessment of Cumulative Impacts

Agricultural Resources

Conversion of agricultural lands to non-agricultural uses is a function of population growth, combined with the availability of developable land and the increasing costs of water. With increased urbanization in the City, other impacts affect agricultural productivity. Increased population results in increased urban water use that reduces supplies that would otherwise be available for agricultural use. Increased demand for water increases water costs which, in turn, result in marginal agriculture becoming impractical.

Approximately 52 percent of the land within the City of Perris is currently or has formerly been utilized for agricultural purposes. Many agricultural fields have been out of production for a number of years and are dominated by disturbed vegetation. Various forms of disturbance related to agricultural uses include frequent disking, pesticide application, and irrigation. Farmland within the City is most often used for sod farms, alfalfa, hay, and other dry land farming. High yield or cash crops are not a principal characteristic of Perris agricultural production or economy.

The City of Perris is undergoing transition into an urban area and conversion of agricultural lands has been identified as goals of both the current (2005) and past (1991) General Plans. Agricultural land use designations were not established in either plan. The General Plan land use designations for the project property are Light Industrial and Public/Semi-Public Facilities/Utilities. The project includes a Change of Zone from A1 (Light Agricultural) to LI (Light Industrial).

Development of the proposed project will convert approximately 58 acres of Prime Farmland and approximately 6 acres of Farmland of Local Importance into non-agricultural land uses. The project site is currently undeveloped land that is being leased to a farmer growing winter wheat. It is situated within Planning Area 3. The largest land use designation within Planning Area 3 is Light Industrial. Agricultural land, similar in character to the project site, borders the site on the east. This land is also likely to convert to non-agricultural uses with or without the proposed project as per the General Plan; the City does not envision the lands to continue as agricultural uses.

While the operation of industrial uses would increase development pressure on adjacent agricultural properties, given the pattern of development in the City, the City's vision for the project area as evidenced by the General Plan, and the approved and proposed development in the project area, the conversion of the adjacent agricultural properties is already likely. The development of the proposed project would not hasten or otherwise contribute to the conversion of agricultural land to non-agricultural uses.

Whether or not adjacent agricultural land is developed depends on the confluence of several factors including market demand, availability of property, profitability of the agricultural use, and the landowner's interest in continuing farming. The proposed industrial uses are located in close proximity to planned and approved commercial, business park, and industrial developments.

As stated previously, the City does not maintain a General Plan designation for agricultural uses. In addition, no local or regional program to mitigate for the cumulative impacts to agricultural resources is available. During the last reporting period (2002–2004), 4,824 acres of Prime Farmland were converted to other uses. The cumulative effect of development in the region will continue to result in the conversion of agricultural lands to non-agricultural uses. Because agricultural land, including Prime Farmland is a finite resource, and because neither the City of Perris nor the County of Riverside maintains a program to offset agricultural resource impacts, the conversion of the project site to industrial uses, in conjunction with planned and future development in the City and region, would contribute to a further reduction in the amount of land available for agricultural uses.

Individually, the proposed project will result in converting approximately 62 acres of undeveloped land to industrial uses. The implementation of this project will result in significant adverse environmental impacts from the conversion of Farmland to non-agricultural use. The proposed project does not involve any other changes in the existing environment which, due to location or nature, could result in conversion of local farmland to a non-agricultural use. Cumulatively, the loss of approximately 58 acres of Prime Farmland is considered a significant

change to the total amount of land under agriculture land use in the City of Perris. Therefore, the proposed development of approximately 62 acres designated as Light Industrial will result in a cumulatively considerable impact on agricultural resources.

Please see Section 4.1 (Agricultural Resources) for a discussion on project-level mitigation measures and explanations as to why none are feasible for this project.

The City of Perris does not have an established fee or other mechanism to offset the loss of farmland. The process of establishing such a fee structure or other process for this purpose would be time consuming and would be an economic burden of time to this one project. Therefore, project-related and cumulative impacts to agricultural resources resulting from the implementation of this project are still considered **significant**. Adoption of a Statement of Overriding Consideration would be required prior to project approval.

Airports

This cumulative impact analysis considers development of the proposed project, in conjunction with other development in the City and neighboring jurisdictions. Risks associated with airport hazard-related impacts to or from the March Air Reserve Base (MARB) are largely site specific and localized, and are thus limited to the project site. As such, the potential for cumulative impacts to occur is limited.

Although each development site has potentially unique airport hazard-related impacts to or from the MARB, it is expected that future growth will generally comply with the range of federal, state, and local statutes and regulations applicable to development near airports, and will be subject to existing and future programs of enforcement by the appropriate regulatory agencies. In addition, mitigation measures **MM Airport 1** through **MM Airport 4** will be implemented to reduce airport-related impacts. For these reasons, cumulative impacts resulting from airport-related safety hazards would be less than significant. Consequently, the proposed project's impact associated with airport hazard-related impacts to or from the MARB would be less than cumulatively considerable and thus not significant.

All potential direct impacts of the project and cumulative impacts are considered to be **less than significant** with the above mitigation measure incorporated.

Air Quality

The cumulative area for air quality impacts is the South Coast Air Basin. The proposed project site is located within a non-attainment region of the South Coast Air Basin (Basin), and specifically within Source Receptor Area (SRA) 24 of the Basin. This area is the geographical context for the cumulative impact analysis of this proposed project. The meteorological patterns of Southern California lend to the “blowing-in” effect of air pollution from the more populated and industrial counties to the west of the proposed project site area.

The portion of the Basin within which the proposed project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards. Based on the technical studies prepared for this proposed project (Appendix C), the proposed project will

have significant air quality impacts on a regional level both during short-term construction and during long term operations. The project was found to not have localized impacts on sensitive receptors related to both short-term and long-term activities.

In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that “previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis.” In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and, therefore, is the most appropriate document to use to evaluate cumulative impacts of the subject project. This is because the AQMP evaluated air quality emissions for the entire South Coast Air Basin using a future development scenario based on population projections and set forth a comprehensive program that would lead the region, including the project area, into compliance with all federal and state air quality standards. Since the project’s emissions exceed the daily regional thresholds, the cumulative impact is significant and the project’s incremental contribution to those impacts is considered cumulatively considerable. Adoption of a Statement of Overriding Consideration would be required prior to project approval.

Locally, the project’s traffic would be added to surrounding roadways, along with other development projects listed above in **Table 5.0-A**, and would not create micro-scale CO hot spot impacts to sensitive receptors adjacent to traveled roadways.

Diesel Exhaust Impacts

The project’s Health Risk Assessment (Appendix C) is the source of the following analysis. Please see Section 4.3 and Appendix C for a more detailed discussion of cumulative impacts related to diesel emissions. Diesel emissions are the focus of the Health Risk Assessment as the South Coast Air Quality Management District (SCAQMD) has determined that it is of particular concern in the Basin, and especially in the Inland Empire area, and projects which contribute to diesel emissions should be evaluated for their health impacts to the surrounding area. The estimates provided in a Health Risk Assessment relate to project-specific data taken from the Traffic Study (Webb Associates 2008) and do not need to include ambient concentrations of diesel particulate matter (DPM). This is because ambient concentrations are locally monitored by the SCAQMD and reported in their series titled the *Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES)*. As described in Section 4.3, the most recent study is the Final MATES-III which was released in September 2008. As part of the MATES-III results, the project vicinity’s modeled cancer risk from diesel particulates is approximately 532 excess cases of cancer per one million people.

The proposed project will be developed in an area that is zoned and planned for industrial land uses by the City of Perris. Therefore, it is important to also examine the other known pending or approved projects which have a diesel truck component (i.e., commercial or industrial) and this project’s contribution to cumulative impacts in the project vicinity. The cumulative projects used in this cumulative analysis that would also be a source of diesel emissions are light industrial and warehouse-type uses listed on **Table 5.0-A**, above.

As stated in Section 4.3, other planned projects in the area will generate diesel exhaust; and the combination of existing conditions, other planned projects, and this project will result in

sensitive receptors within the project vicinity potentially being exposed to a maximum cancer risk of 3.8 excess cancer cases in one million. This is less than the SCAQMD threshold of 10 excess cancer cases in one million. The cancer risk faced by off-site workers in the project vicinity from DPM emissions from existing traffic, project-generated traffic, and traffic generated by cumulative projects ranges from 0.7 in one million to 2.0 in one million, which does not exceed the SCAQMD threshold of significance. It should be noted that the SCAQMD threshold relates to the project's incremental contribution to cancer risk and is not intended to be compared with the effects of multiple projects, both existing and planned. Therefore, excess cancer risks to both industrial/commercial and sensitive receptors are considered **less than significant** and mitigation measures are not required.

In addition, the maximum non-cancer risks associated with the proposed project were also below the SCAQMD threshold as discussed in Section 4.3 and Appendix C.

Greenhouse Gases (GHG)

Regarding global climate change and GHG emissions as discussed previously in Section 3.3, project design and mitigation will help reduce the intensity of project-related emissions. However, the proposed project would generate daily operational emissions of NO_x that exceeds the thresholds of significance recommended by the SCAQMD for criteria pollutants. Therefore, the City of Perris is taking the conservative approach and determining that the contribution of the project's GHG emissions to the state-wide cumulative impact would be considerable.

Biological Resources

The geographical context for the analysis of cumulative biological impacts includes western Riverside County and accounts for all anticipated cumulative growth within this geographic area as represented by full implementation of the City of Perris related projects list in this Draft EIR and includes a planning horizon through the next twenty or so years, which also coincides with the planning horizon for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

The primary effects of the proposed project, when considered with other projects in the Region (as defined above), would be the cumulative direct loss of open space, vegetation associations important to raptors, habitat of sensitive or special-status wildlife species, and regional movement corridors that support migratory avian species. Specifically, present and probable future projects in the vicinity of the proposed project are anticipated to permanently remove plant and wildlife resources, which could affect special-status species, nesting habitat for resident and migratory avian species, wetlands, sensitive natural plant communities, wildlife movement, and/or local policies or ordinances protecting biological resources.

With respect to special-status species, including sensitive natural plant communities and raptor foraging habitat, although habitat offered within agricultural and cultivated areas is of significantly lesser quality than that which is found in natural areas, it still provides open spaces for foraging, refuge, and areas of limited disturbance that can be utilized for reproduction. However, anticipated cumulative impacts have been addressed within the region by the MSHCP. The MSHCP addresses 146 "Covered Species" that represent a broad range of habitats and

geographical areas within western Riverside County, including threatened and endangered species, and regionally or locally sensitive species that have very specific habitat requirements and conservation and management needs. The MSHCP addresses biological impacts for take of Covered Species within the Plan Area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures included in the MSHCP are intended to address the federal, state, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the MSHCP states that:

The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.

It goes on to state that:

The Local Development Mitigation Fee is to be charged throughout the Plan Area to all future development within the western part of the county and the cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as, maintain the region's quality of life.

The reason for the imposition of the Fee over the entire region is that the loss of habitat for endangered species is a regional problem resulting from the cumulative impacts of continuing development throughout all of the jurisdictions. In addition, the purchase of habitat properties for preservation purposes with regionally-generated fees not only mitigates the endangered species habitat issue, but also helps resolve other regional problems related to the retention of open space and historic view sheds which, in turn, promote flood protection and water re-charge measures.

Last, Section 5.1 of the MSHCP states that:

“It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.”

As public and private development, including construction of buildings, structures, infrastructure, and all alterations of the land that are implemented within areas that are outside of the Criteria Area are permitted under the Plan (see MSHCP Section 2.3.7.1), cumulative impacts would be less than significant provided that the terms of the MSHCP are fully implemented. As discussed in Section 4.4 (Biological Resources), the proposed project has performed the recommended and required habitat assessments and focused surveys for the proposed project site and would be required to pay the required MSHCP mitigation fee(s). The proposed project will comply with the requirements of the MSHCP and, thus, will not conflict with its adopted policies. Cumulative impacts to special-status species, including sensitive natural communities

and raptor foraging habitat, are fully addressed within the Plan and are considered less than significant. Accordingly, the proposed project's contribution to cumulative impacts would also be less than significant.

With respect to nesting birds, the Migratory Bird Treaty Act (MBTA) fully protects migratory avian species during the breeding season by the establishment of a federal prohibition, unless permitted by regulations, to “pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention...for the protection of migratory birds...or any part, nest, or egg of any such bird.” (16 U.S.C. 703) Therefore, assuming compliance with the law established by the MBTA, cumulative impacts to nesting migratory birds would be considered less than significant. Compliance with the MBTA, as well as the project-specific requirements established by mitigation measures **MM Bio 1** and **MM Bio 2** that require surveys for nesting species as well as a restriction on construction activities if nests are found during the breeding season, would ensure that the proposed project's contribution to the cumulative impact is also **less than significant**.

Cultural Resources

The cumulative area for cultural resources is the City of Perris. As development occurs throughout the City and the region, historical structures may be demolished or modified to allow for such development. Although such projects would require CEQA analysis and mitigation of the potential impacts to historic resources by the City of Perris, some buildings may be demolished or otherwise adversely modified, and overall a cumulative impact may occur. However, as described above, the proposed project will not result in an adverse change in the significance of a historical resource; and the proposed project would not result in a contribution to this cumulative impact on historic resources. The impact of the proposed project on historic resources is considered less than cumulatively considerable and thus is **not significant**.

Development of the Perris area requires grading and excavation that could potentially affect archeological or paleontological resources or unknown buried human remains. If these resources are not protected upon their discovery, the cumulative affect of these projects upon subsurface cultural resources will be significant. Although the proposed project could result in damage to or the destruction of subsurface resources, the mitigation measures and project requirements contained within this DEIR will ensure that any resources encountered during project construction will be properly identified and appropriately treated. The proposed project, therefore, will not result in cumulatively considerable contribution to the impacts of archeological or paleontological resources or human remains and the **cumulative impact of the project is less than significant**.

Geology/Soils

Geologic hazards are localized by nature, as they are related to the soils and geologic character of a particular site. Cumulative impacts could occur related to an earthquake, if the magnitude of the quake and location of the fault(s) traversed the region. Impacts due to seismic activity would

be cumulative if state and local building and development codes and regulations (existing regulatory requirements) were not being implemented throughout the region. Pursuant to City and State Building Code requirements, all new development will be required to incorporate appropriate design and construction measures to guard against ground shaking hazards. Further, the project and all other projects and structures will be constructed in compliance with existing seismic safety regulations of the California Uniform Building Code and International Building Code, which requires the use of site-specific engineering and construction standards identified for each class of seismic hazard.

The City of Perris is subject to a number of potential geologic hazards that have the potential to impact future build-out of the City of Perris General Plan. These hazards, including fault rupture hazards, ground shaking, liquefaction, landslides and rockfalls, seismically-induced settlement, subsidence and collapsible soils, and soil erosion and loss of topsoil were addressed in the General Plan EIR and Section 4.6, herein. It was determined that these impacts will be reduced to below the level of significance through implementation of General Plan Implementation Measures and existing regulatory requirements.

Since all local jurisdictions in the region are subject to local, state and federal laws, cumulative impacts related to geologic and soils safety are **less than significant**.

Hazards/Hazardous Materials

The cumulative area for hazards and hazardous materials would be the City of Perris, as the majority of the impacts associated with the transport and use of hazardous materials would occur within City limits. Similarly, City-specific hazardous waste programs and hazardous waste requirements would only apply to projects located within City limits. This cumulative impact analysis considers development of the proposed project, in conjunction with other development in the City and neighboring jurisdictions, as discussed in above. Risks associated with hazardous materials are largely site specific and localized, and are thus limited to the proposed project site. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers to hazardous substances. As such, the potential for cumulative impacts to occur is limited.

Although each development site has potentially unique hazardous materials considerations, it is expected that future growth will generally comply with the range of federal, state, and local statutes and regulations applicable to hazardous materials, and will be subject to existing and future programs of enforcement by the appropriate regulatory agencies. For these reasons, cumulative impacts resulting from the release of hazardous materials would be less than significant. Consequently, the proposed project's impact associated with the release of hazardous materials would be **less than cumulatively considerable and thus not significant**.

Hydrology/Water Quality

The geographic context for the Hydrology and Water Quality cumulative impact analysis is the Perris Valley/San Jacinto watershed hydrologic unit and the EMWD service area, including all anticipated cumulative growth within this geographic area as represented by full implementation of the related projects list, as discussed above.

The Perris Valley/San Jacinto watershed hydrologic unit is located in a seiche inundation area related to the Lake Perris reservoir area, and mudflow inundation is possible within the areas of higher relief, such as the coastal mountain range foothills and area surrounding Perris Lake. City codes and ordinances, along with local building restrictions, would minimize impacts associated with, and impacts to, development within these areas. Therefore, there would be no impact associated with seiche or other inundation risk on a cumulative basis and, accordingly, the project would have no contribution to such risk. The cumulative impacts of seiches and mudflows would be less than significant and the proposed project would also result in an impact that is **not cumulatively considerable**.

Continued development within the Perris Valley Channel floodplain could cumulatively restrict flood flows and conveyance capacity as more structures are placed within the floodplain. However, development within the floodplain is restricted and permitted by the City of Perris. Additionally, the Master Drainage Plan (MDP) for the San Jacinto watershed was prepared to define full build-out capacities within the MDP area. At full build-out, cumulative impacts on flood conveyance are expected to be less than significant and the proposed project would, therefore, have an impact that is not cumulatively considerable, and thus **not significant**.

Groundwater supply and aquifer overdraft are currently being assessed and management plans implemented to minimize impacts with increased development on groundwater supplies. According to the City of Perris General Plan 2030 EIR, development consistent with the General Plan will increase the amount of impermeable surfaces thereby causing some diminishment of recharge to the Perris groundwater sub-basins. However, the EIR states that this recharge reduction will likely not be significant and goes on to say that recharge of these sub-basins from current and planned EMWD storage/percolation ponds, and formulation and implementation of an inter-agency management plan for Perris-area groundwater basins will promote maintenance of existing groundwater levels. Additionally, California's Groundwater Bulletin 118 states that the natural recharge for the San Jacinto groundwater basin is primarily from percolation of water in the San Jacinto River and its tributaries with less recharge from rainfall on the valley floor. In fact, the primary recharge area for the basin is in the upper reaches of the San Jacinto River. Recharge also occurs from the percolation of water in Lake Perris while reclaimed water percolates from storage ponds in Hemet and San Jacinto. Increased future demands are expected to be met with additional supplies from MWD (imported water) and groundwater management activities are expected to maintain groundwater levels and safe yields. These groundwater management activities will ensure that groundwater supplies are not depleted or degraded and cumulative impacts would be **less than significant**.

Development within the watershed will result in increased impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology, which could increase potential pollutant loads. Additionally, conversion of agricultural lands to urban lands is likely to result in higher pollutant concentrations (primarily heavy metals, oils, and greases) in storm water runoff, while creating an overall reduction in nitrate and salts related to the agricultural production.

The RWQCB has issued an NPDES permit to the City of Perris for storm water discharges. The City of Perris has prepared a storm water management program addressing requirements for

meeting this NPDES permit. Included in the storm water management program is a monitoring and reporting plan and adaptive management strategy for evaluating existing strategies and requirements and implementing additional strategies and requirements, if necessary, to comply with the NPDES permit limits on stormwater discharges to waterbodies. All development and future development must obtain coverage under the NPDES permit. The City of Perris reviews all plans and developments for compliance with existing ordinances (e.g., grading ordinance) and storm water management program requirements. Thus, while continued growth is anticipated to occur, new developments (and significant re-development) will have to comply with these regulations and implement BMPs to minimize pollutant transport. Potential exceedance of water quality standards and criteria, substantial contribution of pollutants to receiving waterbodies, and other potential causes of water quality degradation will be minimal and monitoring and reporting programs will ensure that the storm water management program is adequately protecting water quality or will be adjusted to meet water quality protection goals. Therefore, the cumulative contribution related to impacts to water quality would be less than significant, and the project's contribution is not cumulatively considerable, and thus **less than significant**.

The Lake Perris Reservoir, and the dam that impounds it, is located northeast of the proposed project site. The dam is owned by the California Department of Water Resources (DWR). The DWR Division of Dam Safety regulates the safety and integrity of the dam. By virtue of its location and purpose, the dam is integral to the Lake Perris State Recreation Area which is operated by California State Parks. As the southernmost State Water Project Facility and the southern terminus of the East Branch of the California aqueduct, Metropolitan Water District (MWD) of Southern California is the principal user of water from Lake Perris. The dam is subject to periodic inspection by state authorities and MWD.

The Lake Perris Reservoir is currently being upgraded to withstand the strongest earthquake likely to occur in the area. Simulations of dam or levee failure in the City of Perris show virtually the majority of the City east of Perris Boulevard will be flooded. As a result of its inspections, "DWR has identified potential seismic safety risk in a section of the foundation of the Perris Dam. There is no imminent threat to life or property." The environmental review process for the dam upgrade is currently underway and "completion of the dam remediation design is expected in 2009. Construction is estimated to begin in 2010. Dam completion is expected by 2012. All projects concerning the Perris Dam are anticipated to be complete by 2014." (<http://perrisdam.water.ca.gov>) The possibility of failure due to seismic or other factors is considered by MWD to be extremely remote. The project-related contribution to impacts associated with dam inundation would not be cumulatively considerable, and thus **less than significant**.

Storm water flow conveyance and flood potential will increase as development results in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, the District and the County's MDP guide and govern local and regional hydrology and hydraulic modifications. The planned drainage capacities have been determined assuming a full build-out scenario. All development within the County of Riverside and the San Jacinto Watershed, including the City of Perris, must comply with the requirements of the NPDES permit, District storm water management plan, MDP, and other pertinent local drainage and conveyance ordinances. Existing regulations effectively minimize potential impacts to flow conveyance and

flooding and have incorporated necessary elements in the MDP. Accordingly, the project-related contribution to impacts associated with storm water flow conveyance and flood potential would not be cumulatively considerable, and thus **less than significant**.

Land Use/Planning

This cumulative impact analysis considers development of the proposed project, in conjunction with other development in the City, in relationship to the City's General Plan land use policies and zoning ordinances, along with other developmental policies, and neighboring jurisdictions. This proposed project is consistent with all of the City's General Plan Policies, zoning regulations and other ordinances. Therefore, the cumulative impacts are considered **not significant**.

Noise

The geographic context for the analysis of cumulative noise impacts is the City of Perris. This cumulative impact analysis considers development of the proposed project, in conjunction with ambient growth and other development within the vicinity of the proposed project. Noise by definition is a localized phenomenon, and drastically reduces in magnitude as distance from the sources increases. Consequently, only projects and growth due to occur in the immediate proposed project area would be likely to contribute to cumulative noise impacts.

Future construction in the area is not expected to result in a cumulatively significant impact in terms of exceeding the noise standards established in the City's General Plan or Noise Ordinance. As discussed in the Noise Section of this document, the City Municipal Code exempts noise generated from construction from noise regulations as long as these activities are limited to between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. Construction is prohibited on Sundays and on all holidays with the exception of Columbus Day and Washington's Birthday. The project's construction noise impacts on-site and for the off-site roadway improvements are localized in nature and decrease substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to a sensitive noise receptor location in question. Because the probability of future construction sites being located in close enough proximity to one another within the City to raise ambient noise levels by a significant level is considered to be remote and unlikely, the cumulative impact related to construction noise is less than significant. Therefore, the impact of the proposed project's construction would **not be cumulatively considerable or significant**.

For sensitive receptors, where the existing noise level meets or exceeds 60 dBA, an increase of 3 dBA is considered significant as discussed in Section 4.10. An increase in 5 dBA is considered significant for all sensitive receptors along road segments that do not exceed 60 dBA.

As stated in Section 4.10, the existing noise levels at all modeled roadway segments is above 60 dBA, except for three. Of the three, one roadway segment does not exist in the existing condition. Therefore, locations where existing sensitive receptors would experience an increase over the respective threshold would experience a significant cumulative noise impact. **Table 4.10-D, Area-Wide Noise Levels at 50 Feet from Centerline** shows that the proposed project's

contribution to any significant noise impact would not be considerable since contributions of the project would be less than the respective thresholds. Therefore, the proposed project's contribution to cumulative noise impacts would be **less than significant**.

Solid Waste

The cumulative area for solid waste-related issues is Riverside County. AB 939 mandates the reduction of solid waste disposal in landfills. With the implementation of AB 939 provisions, the projected amount of solid waste generated from implementation of the Riverside County General Plan disposed of in landfills at General Plan build out is projected to be 4,148,156 tons per year. With planned expansion activities of County landfills and projected growth rates contained with a Landfill System Capacity Projection Study prepared for the County, the Riverside County Integrated Project FEIR concluded sufficient landfill capacity would exist to accommodate future disposal needs through County build out in 2040¹. Therefore, build out of the County General Plan would not create demands for solid waste services that exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the County, including the City of Perris, would be considered **less than significant**.

Transportation/Traffic

Cumulative impacts associated with traffic volumes are determined based on a sum of the proposed project traffic and traffic volumes from approved and pending projects in the area as described in Section 4.12 (Transportation/Traffic).

Once the project-generated traffic is added to all the other approved and pending projects in the project area, the Level of Service (LOS) for the study intersections worsen, unless improvements are made in conjunction with the proposed project and all other area development. The Traffic Study concluded that the project, along with other area development, will have a significant impact on LOS standards on project area roadways without the incorporation of mitigation.

The project will be required to pay TUMF fees and City of Perris Road and Bridge Benefit District (RBBD) fees to help pay for off-site improvements designed to mitigate local and regional traffic impacts to which the project contributes.

As shown in Section 4.12, Transportation and Traffic, **Table 4.12-J**, ten intersections are anticipated to operate at acceptable LOS thresholds without mitigation under existing plus ambient growth plus cumulative development plus project conditions: I-215 Southbound Ramps and Harley Knox Boulevard, I-215 Northbound Ramps and Harley Knox Boulevard, Indian Avenue and Harley Knox Boulevard, I-215 Southbound Ramps and Ramona Expressway, I-215 Northbound Ramps and Ramona Expressway, Nevada Avenue/Patterson Avenue and Ramona Expressway, Webster Avenue and Ramona Expressway, Indian Avenue and Morgan Street, Indian Avenue and Project Driveway, and Indian Avenue and Rider Street. However, with the incorporation of mitigation measures **MM Trans 1 through MM Trans 16**, in the form of

¹ Per the Riverside County Integrated Project FEIR discussion of Solid Waste impacts, Riverside County General Plan build out is assumed in 2040 based on the Southern California Association of Government's (SCAG) projected growth rate for the County.

construction of signals and roadway improvements, or payment of fees, all of the study intersections are projected to operate at LOS D or better (with the exception of some arterials and/or expressways that intersect with Ramona Expressway or I-215 Freeway ramps whereby LOS E is acceptable), thus meeting the City's threshold.

Table 5.0-B, Levels of Service – Existing plus Ambient Growth plus Cumulative plus Project with Mitigation provides the projected levels of service at the study area intersections with mitigation measures **MM Trans 1 through MM Trans 16** incorporated.

Table 5.0-B
Levels of Service – Existing plus Ambient Growth
plus Cumulative plus Project with Mitigation

Intersection	Traffic Control Status	AM Peak Hour		PM Peak Hour	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1. I-215 SB Ramps / Harley Knox Boulevard	Signal	41.0	D	50.3	D
2. I-215 NB Ramps / Harley Knox Boulevard	Signal	39.8	D	37.4	D
3. Indian Avenue / Harley Knox Boulevard	Signal	34.9	C	43.0	D
4. I-215 SB Ramps / Ramona Expressway	Signal	38.9	D	54.7	D
5. I-215 NB Ramps / Ramona Expressway	Signal	30.6	C	27.4	C
6. Nevada Ave-Patterson Ave / Ramona Expressway	Signal	12.8	B	24.2	C
7. Webster Avenue / Ramona Expressway	Signal	33.2	C	36.5	D
8. Indian Avenue / Ramona Expressway	Signal	53.6	D	41.9	D
9. Indian Avenue / Morgan Street	Signal	28.7	C	20.7	C
10. Indian Avenue / Project Driveway	TWSC	17.6	C	24.4	C
11. Indian Avenue / Rider Street	AWSC	34.7	D	21.7	C
12. Car Driveway East / Rider Street	RIRO	9.3	A	9.2	A
13. Truck Driveway East / Rider Street	OWSC	11.4	B	11.8	B
14. Truck Driveway West / Rider Street	OWSC	11.1	B	11.5	B
15. Car Driveway West / Rider Street	OWSC	9.1	A	9.0	A
16. Webster Avenue / Rider Street	OWSC*	10.6	B	10.7	B
17. Webster Avenue / Project Driveway	OWSC	8.9	A	9.0	A

Therefore, the proposed project will not cause an increase in traffic which is cumulatively considerable in relation to the existing traffic load and capacity of the street system, and therefore potential cumulative traffic-related impacts are considered **less than significant with mitigation**.

Water and Sewer

The geographic context for the analysis of cumulative water supply is EMWD's service area. The cities of Hemet, Moreno Valley, Murrieta, Perris, San Jacinto, and Temecula, and portions of western Riverside County represent the service area for EMWD with respect to water supplies. The context for impacts related to wastewater is the service area of the Perris Valley Regional Water Reclamation Facility, which includes the cities of Perris, Sun City, Romoland, and a portion of Moreno Valley.

Implementation of this project would result in less than significant environmental impacts related to water and sewer service and supplies. Other projects (**Table 5.0-A**) in the project vicinity, which also lie within the above-described service areas, will also be required to include their respective water and sewer facilities as project implementation occurs. Overall, EMWD will have to increase their facilities to serve the growing City of Perris. The cumulative growth from this project, along with others, has been addressed by the City in their General Plan EIR, as well as by EMWD in their UWMP process. The City of Perris's General Plan EIR determined that the physical environmental impacts associated with construction of new water and sewer facilities were less than significant. At such time EMWD constructs its own expanded facilities; EMWD will be its own Lead Agency under CEQA and make their own CEQA determinations at the time they construct their planned facilities.

The City of Perris General Plan EIR related to Utilities, which is hereby incorporated by reference, contemplates the project's use as industrial as well as plans for the other projects in general terms related to land use related to water and sewer supplies. The City of Perris General Plan EIR determined that although the City's population would expand and that new water and sewer service would expand along with that growth, that EMWD's analysis and planning has taken and will take the City of Perris General Plan growth into consideration when planning to serve its customers. Therefore, 1) because the project is consistent with the General Plan, 2) since the other projects in the area will also be planned for and supplied by EMWD, and 3) that EMWD has planned for the land use decisions made by the City of Perris in its master water and sewer planning, the impacts from the project are not cumulatively considerable and thus, **less than significant**.

UNAVOIDABLE ADVERSE IMPACTS

This topic is intended to address any impacts that cannot be mitigated to below a level of significance (CEQA Guidelines Section 15126.2). Significant impacts which cannot be avoided or eliminated if the project is implemented have been discussed in detail throughout Section 4.0 of this document and above. A summary of the areas in which impacts cannot be reduced to a level below significance is briefly presented below.

Agricultural Resources

Impacts to agricultural resources are considered significant if the project will result in loss of designated farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). Development of the proposed project will convert approximately 58 acres of Prime Farmland and approximately 6 acres of Farmland of Local Importance into non-agricultural land uses. The proposed project does not accommodate the preservation of these designated Farmlands.

The project site is located within an area that is converting from agriculture to non-agricultural uses; nevertheless, the existence of accessible groundwater, favorable soil types, and surrounding agriculture makes the project site farmland conversion significant pursuant to the LESA model.

Construction of the proposed project, or either of the alternatives other than the No Project alternative, will result in a loss of designated farmland. There is no feasible mitigation for such

loss. Impacts associated with the loss of designated farmlands from project development remain unavoidable and adverse and are immitigable.

The proposed project will contribute incrementally to a significant cumulative loss of farmland within the City of Perris and western Riverside County. As described in the EIR prepared for the City of Perris General Plan 2030 (Page VI-3), the 1991 General Plan Land Use Element redesignated all agricultural lands for uses other than agriculture. The City of Perris does not have an established fee or other mechanism to offset the loss of farmland county-wide. To achieve the objectives of the project, which is generally consistent with planned land uses and the general urbanization of this portion of the City, the loss of farmland cannot be avoided or mitigated.

Air Quality

The project has significant air quality impacts that cannot be avoided or mitigated to less than significant levels. However, the project will create construction jobs in the short-term and warehouse jobs in the long-term. The project will add to the City's economic growth by generating tax revenue and implementing the City's General Plan. As stated above in the cumulative impact analysis for air quality, the Basin as a whole is in non-attainment for certain pollutants and every additional car on the road contributes to adverse air quality impacts. Therefore, this project does not contribute a unique impact that does not currently exist within the southern California region. Therefore, although the project will have unavoidable impacts to air quality, it is the City's desire to grow, allow for interstate commerce based business in their City, that outweighs these impacts.

Impacts to air quality are considered significant if a project will violate an air quality standard, contribute substantially to an existing air quality violation or result in a cumulatively considerable increase in a criteria pollutant under non-attainment. The proposed project will generate emissions in both the short-term and long-term that is above the SCAQMD regional thresholds even with mitigation measures incorporated, thereby indicating project emissions will violate an air quality standard and contribute substantially to an existing air quality violation. Although mitigation measures have been included which would reduce some short-term and long-term affects of the project, implementation of those mitigation measures does not reduce the impacts to levels below the significance thresholds utilized in this analysis.

Even though the project will result in a cumulatively significant and unavoidable impact from emissions of criteria pollutants under regional thresholds, the project will not contribute, along with other planned projects, to a cumulative impact related to exposure to diesel exhaust based on the analysis contained within the Health Risk Assessment (see Appendix C).

Because it cannot be determined with certainty that the project will not result in a cumulatively considerable incremental contribution to the significant cumulative impact of global climate change and the lack of regulatory thresholds for this type of project, the cumulative impacts of the proposed project on global climate change are considered potentially cumulative considerable and unavoidable.

GROWTH INDUCING IMPACTS

According to CEQA Guidelines (Section 15126.2 [d]), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria below:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

Urbanization of the project site could potentially influence continued development within adjacent properties by providing or extending roadways, extending water and sewer service, and extending energy services to the immediate area. This could eliminate potential constraints for future development in this area.

A project can be considered to have growth inducing impacts if improvement of roadways into the area might encourage development of agricultural or vacant land that might not otherwise be improved. The proposed project site currently has access from existing paved Perris Boulevard, Rider Street, and Indian Street. The project will include a combination of partial and full-width improvements to segments of these streets serving the proposed project. However, these roadways already exist and are contemplated at their ultimate widths by the City's General Plan. The project will simply implement the City's Circulation Element of its General Plan by improving these roadways. Therefore, the proposed project itself is not increasing the number of parcels or service to areas not already planned to be served; the project is implementing the City's General Plan and by adopting their General Plan, the City has planned for the conversion of the project site to urban development.

The proposed project site is located within the service area for the EMWD. EMWD will provide both water and sewer service to the project. The proposed project requires the construction of minimal off-site facilities in order to connect to existing waterlines and existing sewer facilities. However, since EMWD's existing water and sewer facilities currently provide water and sewer service to the project vicinity they would support development within the vicinity of the project, with or without the proposed project.

As discussed in the Land Use and Planning section of this EIR (Section 4.9), the Rados Distribution Center – Perris can be projected to generate 1,156 jobs/employees to the area. The creation of 1,156 new jobs comprises 5.9 percent of the forecasted employment for the City in 2015 and 4.2 percent in 2035. For the Western Riverside County Subregion, the project will constitute 0.2 percent of the forecasted employment in 2015 and 0.1 percent in 2035.

The proposed project intends to establish a development area for a light industrial project, which will bring an additional 1,156 jobs/employees to the area. SCAG's, *The New Economy and Jobs/Housing Balance in Southern California*, further defines jobs/housing balance for this region as an area extending about 14 miles around an employment center with a ratio between

jobs and household on the order of 1.0–1.29 jobs per household. The proposed project will provide employment opportunities for residents within the same local region, thereby contributing to an overall jobs/housing balance. Therefore, the proposed project is consistent with regional growth forecasts and regional jobs/housing balance projections.

The jobs/housing ratio for western Riverside County is projected to be 1.13 in 2015, 1.19 in 2020, 1.24 in 2025, 1.29 in 2030 and 1.33 in 2035. Therefore, western Riverside County is projected to be a jobs/housing balanced area. The jobs/housing ratio for the City of Perris is projected to be 1.15 in 2015, 1.11 in 2020, 1.12 in 2025, 1.15 in 2030 and 1.16 in 2035. Therefore, the City of Perris is also a jobs/housing balanced area. By implementation of the proposed project, the City will further improve the jobs/housing balance.

According to the City of Perris General Plan 2030 EIR, new employees from commercial and industrial development, and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the areas.

SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY

If the proposed project is approved and constructed, a variety of short-term and long-term impacts will occur on both local and regional levels. During construction, portions of surrounding lands may be temporarily impacted by dust and noise over the project build-out. Short-term erosion may occur during grading and construction activities. These disruptions, however, are temporary and can be mitigated to a large degree.

The long-term effect of the proposed project and the subsequent development will be to convert the site into light industrial uses. In relation to this process, the characteristics of the physical, biological, cultural, aesthetic, and human environment will be impacted, as with any form of urbanization. The consequences of this urbanization include: increased traffic volumes, incremental degradation of the regional air quality, additional noise created by traffic generated by employees and customers of the project, incremental demands for public services and utilities, and increased natural resource consumption.

Ultimate development of the project would create long-term environmental consequences that are connected with any form of urbanization. However, the proposed project has been designed to benefit the community and population by providing increased opportunities for employment in closer proximity to residential development and will ultimately provide for a form of long-term productivity which appears compatible with human needs in the area.

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines, Section 15126.6, identify the parameters within which consideration and discussion of alternatives to the proposed project should occur. As stated in this section of the guidelines, alternatives must focus on those that are reasonably feasible and which attain most of the basic objectives of the project. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, per Section 15126.6.

As stated in Section 1.0 of this DEIR, the project objectives include:

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

Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The significant impacts for which the project alternatives are analyzed against are agricultural resources and air quality.

It is required under CEQA that alternative site(s) be evaluated, if any feasible sites exist, where significant impacts can be lessened. Since one of the project objectives is to implement the City of Perris' General Plan land use designations and policies, industrially-designated land in Perris within the approximately 1,000-acre area of Planning Area 3 near the I-215 was evaluated for alternative sites. The project area is similar to that of the project site (mostly vacant and agricultural uses) with neighboring light industrial uses. The environmental impacts of development on any other vacant site in the vicinity of the project site are expected to be similar to those of the proposed project. Namely, any other physical site location would still result in air quality impacts and depending on the site's current use; it may also have agricultural impacts. Some sites would be closer to the freeway, making the noise and freeway access issues minimally less than the project, however, other sites could be in different Airport Influence Areas in relation to March Air Reserve Base and could offer more airport-related impacts than the project. Additionally, other sites, depending on their biological or cultural resources may have similar or worse impacts than the project as well. Therefore, because the project area does

not offer project sites which would significantly change the environmental impacts addressed in this DEIR, a more meaningful discussion of alternative sites is deemed unnecessary and will not be discussed further in this section.

This section of the DEIR will look at 1) a No Project Alternative that retains the existing agricultural use of the site, 2) a Reduced Square Footage alternative, and 3) a Business Park alternative representing another use allowed under the current General Plan land use designation.

Rationale for Alternative Selection

Pursuant to CEQA (15126.6(a)), each alternative must accomplish most of the basic project objectives and in some way avoid or substantially lessen one or more of the significant effects created by the proposed project. The direct significant environmental effects that result from the proposed project, after mitigation measures are implemented, are impacts to agricultural resources and air quality. The project also contributes to cumulative agricultural resources and air quality impacts.

Any alternatives which considered different land uses, such as residential, were rejected as infeasible because the City's General Plan and zoning designate the project site as industrial and agricultural uses, respectively, and said uses would not meet most of the project's objectives. The surrounding area is also designated for industrial uses and has associated truck traffic. Therefore, residential uses were not considered to be feasible and therefore not considered further in this DEIR.

The project, as proposed, is anticipated to result in unavoidable adverse impacts related to agricultural resources and air quality. Agricultural impacts result from the conversion of the site to non-agricultural uses. Anticipated impacts to air quality by the proposed project will be a result of the additional vehicles within the project area and the truck traffic using the site and generating emissions. Given the nature of the proposed development, an alternative location will not alleviate these impacts, as it will merely shift the impacts to another location, not reduce or eliminate them. The location of the project is appropriate because the use proposed is: 1) consistent with the site's general plan designation, 2) in close proximity to MARB runways, and 3) is near a freeway. Therefore, an alternative location is not considered a feasible alternative to the proposed project.

Description and Evaluation of Alternatives

Three project alternatives were analyzed.

Alternative 1 – No Project – Existing Land Use Alternative

Per CEQA Guidelines Section 15126.6 (3), the "no project" alternative could take two forms: 1) no change from the existing uses or, 2) development into already approved land uses. The proposed project will involve development into land uses consistent with the City of Perris General Plan land use designation of Light Industrial. Since the proposed project is consistent with the approved land use designation, the No Project Alternative analyzed herein is the continued use of the site for passive agriculture and vacant uses.

Alternative 2 – Reduced Square Footage Alternative

For purposes of this analysis, the Reduced Square Footage alternative will reduce the square footage of proposed building by 20 percent. Although the overall square footage of the project could be reduced, not all aspects of development would be reduced equally as a result. **Table 5.0-C** shows a comparison of the proposed project components to Alternative 2 and **Table 5.0-D**, shows a comparison of the proposed project impacts to Alternative 2.

Alternative 3 – Business Park Alternative

Another use of the project site, which would be allowed under the current General Plan designation, would be a business park project. This alternative to the project would typically entail administrative offices in low-rise buildings often accompanied by accessory inventory storage and distribution and other business services. It is assumed that there would be several small buildings with no more than one roll-up door each for truck deliveries. This alternative is envisioned to be less truck-intensive than the proposed project, as it would not be a distribution facility, but rather a place of businesses. Under this alternative, the site is assumed to have 32 percent building coverage and approximately 15 percent landscaping coverage. To determine the total trips for this “business park,” the *Trip Generation Manual, 7th Edition* by the Institute of Transportation Engineers (ITE) was utilized, with a trip generation rate of 11.24 daily trips per 1,000 square feet of Land Use Type 770, Business Park.

Table 5.0-C
Summary Comparison of Proposed Project to Alternatives

Component of Development	Proposed Project	Alternative 1	Alternative 2	Alternative 3
Agricultural Use (acres)	n/a	61.63	n/a	n/a
Warehouse Building (square feet)	1,191,080	n/a	952,864	n/a
Business Park (square feet)	n/a	n/a	n/a	811,840
Traffic (total trips)	1,310 daily	negligible	1,048 daily	9,125 daily
Detention Basin (acres)	1.4	n/a	1.4	1.4
Landscaping (acres)	6.2	n/a	6.2	8.1

Comparison of Alternatives

The matrix approach to comparing the above-described alternatives is used for ease of directly comparing the proposed project's significant effects with those of the alternatives, per CEQA Guidelines Section 15126.6 (d). **Table 5.0-D, Impact Comparison of Alternatives Matrix**, identifies the areas of potential environmental effects per CEQA and ranks each alternative as better, the same or worse than the proposed project with respect to each topic.

Table 5.0-D
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
Agricultural Resources	Significant – Loss of 61.63 acres of farmland. Cumulatively significant – Contributes to area wide loss of farmland.	Better – No loss of farmland. No significant impact.	Same – Loss of 61.63 acres of farmland. Cumulatively significant- Contributes to area wide loss of farmland.	Same – Loss of 61.63 acres of farmland. Cumulatively significant- Contributes to area wide loss of farmland.
Airports	No significant impact, with mitigation.	Better – No impact.	Same – No significant impact, with mitigation.	Same – No significant impact, with mitigation.
Air Quality	Significant – Will exceed SCAQMD short-term and long-term thresholds for criteria pollutants. Cumulatively significant - contributes to exceedance of air quality standards which the Basin is non-attainment. GHG emissions were found to be potentially cumulatively considerable after mitigation in the absence of regulatory thresholds.	Better – Minimal impacts to air quality. No significant impact.	Better – Although reduced building square footage reduces the amount of trips from vehicles related to the project, and emissions would be reduced, there would still be a net increase in emissions, and cumulative impacts related to emissions released in an area that already experiences problems regarding air quality. Cumulatively significant – contributes to exceedance of air quality standards. This alternative in combination with statewide, national, and international emissions could cumulatively contribute to a change in Earth's climate, i.e., global warming.	Worse – This alternative creates more daily trips which increase air pollution in general and GHG emissions, but significantly reduces the amount of truck traffic compared to the project. The reduction in trucks corresponds to reduced impacts related to cumulative health risks when compared to the proposed project's less than significant health risks from diesel truck emissions.
Biological Resources	Less than significant project impacts of natural habitat/open	Better – No loss of 62 acres to development.	Same – This alternative would result in the same loss of open	Same – This alternative would have the same overall loss of

Table 5.0-D
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
	area. Project does not conflict with the MSHCP.		space and habitat. Loss of open area under this Alternative would also be consistent with the MSHCP.	open space, although more landscaping would be provided. This alternative would also be consistent with the MSHCP.
Cultural Resources	Less than significant impacts to cultural resources with mitigation measures incorporated.	Better – Although the site is not expected to harbor significant cultural resources, under this alternative there would not be the prospect of uncovering unknown resources, as no development would be proposed.	Same – This alternative would have the same less than significant impacts, with implementation of the same mitigation measures identified for the proposed project.	Same – This alternative would have the same less than significant impacts, with implementation of the same mitigation measures identified for the proposed project.
Geology and Soils	Less than significant impacts related to seismic shaking and ground failure without mitigation measures incorporated.	Same – No impact.	Same – This alternative would have the same less than significant impacts as the proposed project.	Same – This alternative would have the same less than significant impacts as the proposed project.
Hazards and Hazardous Materials	Less than significant impacts. The project is not located on a hazardous material site pursuant to Government Code Section 65962.5.	Same – No impact due to site characteristics.	Same – No impact due to site characteristics.	Same – No impact due to site characteristics.
Hydrology and Water Quality	Less than significant project impacts with implementation of WQMP and NPDES permit requirements. Project also includes a detention basin as part of the project which reduces impacts to water	Better for Water Quality – The project site is currently vacant and used for agricultural uses. The undeveloped, unpaved nature of the site provides for infiltration of pollutants and so this Alternative would have better water quality impacts	Same – Less than significant project impacts. Although there would be less square footage and therefore less impermeable surfaces, development under this Alternative would result in some amount of increased runoff and associated pollution.	Same – Less than significant project impacts. Although there would be less square footage and therefore less impermeable surfaces, development under this Alternative would result in some amount of increased runoff and associated pollution.

Table 5.0-D
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
	quality and flooding.	than the proposed project. Worse for Hydrology – No flood control aspect would be implemented, and during heavy storm events, sheet flow conditions would continue under the current conditions which does not include storm drain/detention infrastructure.	This Alternative would still include an on-site detention basin to address the water quality and flood control needs of the development.	This Alternative would still include an on-site detention basin to address the water quality and flood control needs of the development.
Land Use and Planning	Consistent with General Plan land use designation and the goals for Planning Area 3 by converting agricultural land to a light industrial uses.	Worse – Without the project, development as anticipated by the City of Perris would not occur.	Same – A less intensive industrial use on the subject site would still be consistent with the City of Perris General Plan land use and policies.	Same – A Business Park on the subject site would still be consistent with the City of Perris General Plan land use and policies.
Noise	Less than significant impacts. The proposed project will create construction and operational noise from increased vehicular traffic, but will not exceed noise standards.	Better – Without project development, there is no short term construction-related noise impacts and no overall increase in traffic noise.	Better – Reduction in the square footage of the buildings would reduce the number of vehicles generated by the proposed project and would reduce the amount of noise generated by those vehicles.	Worse – This alternative increases the overall number of vehicles and the amount of noise generated by those vehicles.
Solid Waste	Less than significant project impacts on solid waste generation.	Better – Will not result in increases in solid waste amounts.	Better – Will generate fewer tons of solid waste annually.	Same – Will result in some amount of increased solid waste annually.
Transportation/ Traffic	Less than significant project impacts with incorporated mitigation measures.	Better – No increase in project-related traffic, however, key roadway improvements would not be provided to the City.	Better – Reduction in the square footage of the project buildings would result in a reduction of project-generated traffic.	Worse – This alternative would create more daily trips compared to the project, which translates to more traffic impacts to local roadways.

Table 5.0-D
Impact Comparison of Alternatives Matrix

Environmental Issue	Proposed Project Rados Distribution Center – Perris	Alternative 1 No Project	Alternative 2 Reduced Square Footage	Alternative 3 Business Park
Water and Sewer	Less than significant project impacts. The design of the proposed project and existing utility capabilities would not result in any significant utility impacts.	Better – No development eliminates the need to install any sewer/water facilities and eliminates any potential utility impacts.	Same – Project would still require installation of sewer/water facilities, however the reduced square footage of buildings may mean that slightly less water is required than the proposed project.	Same – Project would still require installation of sewer/water facilities, however the reduced square footage of buildings may mean that slightly less water is required than the proposed project.
Environmentally Superior to Proposed Project?	N/A	Yes	Yes	No
Meets Most of the Project Objectives?	Yes	No	Yes	Yes

Environmentally Superior Alternative

The CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project (Existing Land Use) alternative is the environmentally superior alternative with respect to reducing impacts created by the proposed project. The CEQA Guidelines also require the identification of another environmentally superior alternative if the No Project alternative is the environmentally superior alternative.

Since the No Project alternative cannot be the “environmentally superior alternative,” Alternative 2 becomes the environmentally superior alternative over the proposed project. This alternative would reduce the square footage of proposed distribution buildings uses by 20 percent. Although the overall square footage of the project could be reduced, not all aspects of development would be reduced equally as a result. Implementation of this alternative would result in a volume reduction of project-generated traffic. The reduced traffic would result in slightly lesser noise impacts, by reducing the amount of vehicle traffic noise, and reduced air quality impacts. However, air quality impacts will not be sufficiently reduced to eliminate significant impact findings. Impacts related to biological, cultural, geology, hazards, hydrology, land use, and utilities (water, sewer, and solid waste) would essentially stay the same as the proposed project.

Regarding the ability of the Alternatives discussed above to meet project objectives, Alternative 2 will not be as economically competitive and more likely not as economically viable for the applicant to propose. Alternative 2’s reduction in the number of vehicles makes it environmentally superior over the proposed project, but it will result in less revenue and thus less tax revenue and fewer jobs to the City. Thus, while the larger project may result in some incrementally more concentrated impacts at and around this project site, overall it would result in fewer cumulative impacts.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

Pursuant to CEQA Guidelines Section 15126.2(c), an environmental impact report must include a description of significant irreversible environmental changes that would be caused by the proposed action. Section 15126.2(c) reads as follows:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

Irreversible Commitment of Resources

Implementation of the Rados Distribution Center – Perris project would irreversibly commit approximately 61.63 acres of the project site to development of light industrial uses. In addition, the proposed project would result in a long-term, irreversible change in the visual character of the project site. The agricultural character of the site would be transformed into an urban development. These changes to the visual environment are consistent in keeping with the general trend in the area to convert some agricultural land to urban development.

Construction of the proposed project will require the use of renewable resources such as lumber and other forest products, which could be expected to be replenished over the lifetime of the project. For example, lumber supplies are increased as seedlings mature into trees. As such, the development of the project would not result in the irreversible commitment of renewable resources. Nevertheless, there would be an incremental increase in the demand for these resources during construction of the project.

Construction of the project will also result in the use of non-renewable resources including building materials (e.g., asphalt, petrochemical construction materials, steel, copper and other metals, and sand and gravel) and fossil fuels, including the use of fossil fuels for construction equipment, the transport of construction materials to the project site and the transportation of construction workers to and from the project site (e.g., natural gas, gasoline, diesel fuel and other petroleum-based products). These materials and the resources used in their production are available in a finite supply and are generally not retrievable, although some of the materials are recyclable. Construction materials like concrete and asphalt, for example, can be crushed and recycled as road base. None of these materials are considered to be in short supply and unavailable for use in project construction.

During project operation, the project would result in an irretrievable commitment of nonrenewable resources, such as energy resources and fossil fuels. These energy resources and fossil fuels would be used for heating and cooling of buildings, transportation of people and goods to and from the site, lighting, and other associated energy needs. To the extent that fossil fuels are used to generate electricity and fuel automobiles and trucks, the proposed development would directly reduce existing supplies of fossil fuels and would be a long-term commitment to consumption of an essentially nonrenewable resource. The magnitude of this use will be offset partially by required compliance with Title 24 and other energy conservation measures, and future increased use of renewable sources of electricity (e.g., solar power, wind power, hydroelectricity, and biomass).

Irreversible Environmental Changes

An unavoidable significant adverse impact is the degradation of regional air quality caused by the cumulative effect of numerous projects in the City of Perris, including the proposed project. The proposed project in combination with statewide, national, and international emissions could cumulatively contribute to a change in Earth's climate, i.e., global warming. Therefore, the project will also have a potentially significant cumulative impact on global climate change.

Implementation of the project would result in significant but mitigable impacts associated with airports, biological resources, cultural resources, hazards and hazardous materials, and transportation and traffic. Incorporation of mitigation measures presented in this EIR will reduce impacts associated with these environmental issues to below a level of significance. Impacts associated with geology and soils, hydrology and water quality, land use and planning, noise, solid waste, and water and sewer were determined to be below the level of significance due to project design features and/or compliance with regulatory requirements. Impacts associated with aesthetics, mineral resources, public services, and recreation were determined not be significant in the Notice of Preparation (Appendix A).

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

Potential Environmental Damage from Accidents

The project proposes warehouse/distribution facilities. The project as proposed will not emit hazardous emissions from non-vehicular sources or handle hazardous or acutely hazardous materials, substances, or waste, and its operation would not be expected to cause environmental accidents that would affect other areas. The project site is located within a seismically active region and would be exposed to ground shaking during a seismic event. In order to address the potential for moderate to severe ground-shaking that may occur during the lifetime of the proposed structures, the project will follow engineering and design parameters in accordance with the most recent edition of the UBC and/or the Structural Engineers Association of California parameters, as required in standard City conditions of approval.

6.0 REFERENCES

The following documents were referred to as general information sources during preparation of this document. They are available for public review at the locations abbreviated after each listing and spelled out at the end of this section. Some of these documents are also available at public libraries and at other public agency offices.

Agricultural Resources

Albert A. Webb Associates, *California Agricultural Land Evaluation and Site Assessment of the Rados Distribution Center – Perris Project Site*, January 2009. (Appendix B)

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Location	Address
City of Perris	135 North "D" Street Perris, CA 92570 (951) 943-5003
Southern California Association of Governments	3600 Lime Street, Suite 216 Riverside, CA 92501 (951) 784-1513
Riverside County Planning Department	4080 Lemon Street, 9 th Floor Riverside, CA 92501

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3.0 MITIGATION MONITORING AND REPORTING PROGRAM

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

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

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

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Section 3.0 - Mitigation Monitoring And Reporting Program

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Airport Hazards				
Result in a safety hazard for people residing or working in the project area where located within an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport.	MM Airport 1: All street lights and other outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to approval of street improvement plans and prior to building permits	City of Perris Public Works/ Engineering Administration Division Building Division	City to ensure that specified lighting is included.
	MM Airport 2: The following notice shall be provided to all potential purchasers and tenants: “This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”	Prior to certificate of occupancy	City of Perris Planning Division	City to confirm that proper notice has been provided.
	MM Airport 3: The following uses shall be prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may	Prior to certificate of occupancy	City of Perris Building Division	City to confirm that no proposed businesses contain any prohibited uses.

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 Section 3.0 - Mitigation Monitoring And Reporting Program

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Airport Hazards				
	otherwise affect safe air navigation within the area.			
	(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.			
	MM Airport 4: Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to March Air Reserve Base.	Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first	City of Perris Building Division Landowner MARB	Proof of aviation easement shall be provided to applicable entity

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality				
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	MM Air 1: Electricity from permanent or temporary power poles shall be used instead of temporary diesel- or gasoline-powered generators to reduce the associated emissions.	Prior to grading permit	City of Perris Planning Division Contractor	Contractor to show power connection for construction purposes for Planning Division approval.
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).	MM Air 2: All retail/commercial/industrial land uses shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency.	Prior to building permit	City of Perris Building Division	City to confirm that this requirement appears in the building construction specifications.

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Section 3.0 - Mitigation Monitoring And Reporting Program

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

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Section 3.0 - Mitigation Monitoring And Reporting Program

Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Air Quality	MM Air 6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on site and off site.	Prior to grading permit and during construction	City of Perris Planning Division.	City of confirm that this requirement appears in the building construction specifications.
	MM Air 7: Construction parking shall be configured to minimize traffic interference.	Prior to grading permit and during construction	City of Perris Public Works/ Engineering Administration And Planning Division	City Planning Division to confirm that the Public Works/Engineering Administration Division is satisfied with the Traffic Control Plan.
	MM Air 8: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit.	Prior to the issuance of building permit	City of Perris Planning Division	Construction specifications shall be included in the building specifications that assure these requirements are implemented.
	MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.	Prior to grading permit	City of Perris Planning Division	Approved dust control plan or other sufficient proof of compliance with Rule 403 Compliance monitored by City Engineer.

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 Section 3.0 - Mitigation Monitoring And Reporting Program

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

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

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

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

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

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Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
				Archaeologists (RPA), in accordance with City of Perris protocol. After the Planning Manager has approved the selection of the qualified archaeologist, the qualified archaeologist shall provide the City Planning Division with a Phase IV Cultural Resources Monitoring Report of the findings and recommendations. A copy of the Phase IV Cultural Resources Monitoring Report shall be distributed to the Eastern Information Center.
The project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	MM Cultural 2: Prior to the issuance of grading permits, a qualified paleontologist shall be retained to develop a paleontological resources monitoring and treatment plan (PRMTP) in accordance with the provisions of CEQA as well as the proposed guidelines of the Society of Vertebrate Paleontology, and shall include, but not be limited to the following: 1. The excavation of areas identified as likely to contain paleontological resources shall be monitored by a full-time qualified paleontological monitor. Monitoring shall be restricted to undisturbed subsurface areas of older	Prior to grading permit	Developer or its Contractor Qualified Paleontological Monitor City of Perris Planning Division	PRMTP shall be prepared and submitted to the City Planning Division for review and approval prior to issuance of grading permits. Final monitoring and mitigation report of the findings shall be submitted to the City Planning Division

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Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
	<p>alluvium, which might be present below the surface. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The monitor shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>2. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved.</p> <p>3. Specimens shall be identified and curated, and placed into a repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>4. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>			within 60 days of completion of the grading activities.
The project would disturb any human remains, including those interred outside of formal cemeteries.	<p>MM Cultural 3: In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the City of Perris Planning Division immediately and retain a professional archaeologist to assess the find. In accordance with the California Health and Safety Code, the City</p>	During construction	Developer or its Contractor County Coroner City of Perris Planning Division	Implementation of CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98; and if the Coroner determines that the remains are of Native American origin, the Coroner shall contact the

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Impact Category /Threshold	Mitigation Measure	Implementation Timing	Responsible Party	Method of Reporting/ Monitoring
Cultural Resources				
	<p>of Perris will contact the County Coroner's office within 24 hours and the coroner will be permitted to examine the remains.¹ Despite the affiliation of any Native American observers at the site, the Commission's identification of the MLD will stand. The disposition of the remains will be determined in consultation with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.</p> <p>If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.</p> <p>Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders.</p>			<p>Native American Heritage Commission within 24 hours for identification of the Most Likely Descendant, pursuant to Section 15064.5(e) of the <i>CEQA Guidelines</i>.</p> <p>City to have final determination if impasse occurs between land owner, most likely descendant and archaeologist.</p>

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

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

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

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

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

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

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

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

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

I. INTRODUCTION

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

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

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

II. FINDINGS

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

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

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

A. Environmental Review Process

1. Preparation of the EIR

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

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

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

2. Absence of Significant New Information

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

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

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

B. Impacts and Mitigation Measures of the Project

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

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

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

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

1. Agricultural Resources

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

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

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

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

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

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

2. Airport Hazards

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

Mitigation Measures

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

MM Airport 2: The following notice shall be provided to all potential purchasers and tenants:

“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 12(A)”

MM Airport 3: The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final

approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

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

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

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

3. Air Quality

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

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

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

Mitigation Measures

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

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

MM Air 3: Prior to issuance of the grading permit(s), the applicant(s) shall submit a traffic control plan that will describe in detail safe detours and provide temporary traffic control during construction activities. To reduce traffic congestion, and therefore NOX, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

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

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

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

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

MM Air 8: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g. bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit.

MM Air 9: The developer shall comply with SCAQMD Rule 403. The developer shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance.

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

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

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

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

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

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

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

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

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

MM Air 18: In order to reduce energy consumption from the proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., Building Division or Department of Public Works/Engineering) prior to conveyance of applicable streets.

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

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

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

Mitigation Measures

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

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

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

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

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

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

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

4. *Biological Resources*

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

Mitigation Measures

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Cultural Resources

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

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

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

Mitigation Measure

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

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

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

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

Mitigation Measure

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

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

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

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

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

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

Mitigation Measure

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

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

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

(footnote continued to next page)

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

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

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

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders.

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

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

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

6. Geology / Soils

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

Mitigation Measure

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

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

7. Hazards & Hazardous Materials

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

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

8. Hydrology / Water Quality

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

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

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

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

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

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

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

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

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

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

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

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

9. Land Use / Planning

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

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

10. Noise

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

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

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

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

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

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

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

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

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

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

11. Solid Waste

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

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

12. Transportation / Traffic

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

Mitigation Measures

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

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

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

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

MM Trans 5: Sight distance at the project entrance roadway shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

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

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

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

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

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

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

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

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

Northbound: Not Applicable.

Southbound: One right turn lane. Stop controlled.

Eastbound: One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One shared left turn through lane.

Westbound: One shared through and right turn lane.

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

Northbound: Not Applicable.

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

Eastbound: One left turn lane. One through lane.

Westbound: One shared through and right turn lane.

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

Northbound: One shared through and right turn lane.

Southbound: One shared left turn and through lane.

Eastbound: Not Applicable.

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

MM Trans 16: The project shall participate in the cost of off-site improvements through payment of the fair share mitigation fees. These fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build roads to the general plan build-out level.

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

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

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

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

13. *Water and Sewer*

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

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

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

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

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

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

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

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

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

C. Effects Not Found to be Significant

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

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

D. Other CEQA Considerations

1. *Cumulative Impacts.*

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

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

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

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

b. Cumulative Impacts Found to be Significant and Unavoidable.

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

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

2. Growth Inducing Impacts

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

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

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

3. *Significant Irreversible Environmental Effects*

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

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

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

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

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

E. Mitigation Monitoring and Reporting Program

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

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

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

F. Alternatives

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

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

1. *Project Objectives*

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

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

2. *No Project - Existing Land Use Alternative*

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

Relationship to Project Objectives

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

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

3. *Reduced Square Footage Alternative*

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

Relationship to Project Objectives

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

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

4. *Business Park Alternative*

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

Relationship to Project Objectives

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

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

5. *Environmentally Superior Alternative*

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

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

G. Statement of Overriding Considerations

1. *Impacts That Remain Significant*

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

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

2. *Overriding Considerations*

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

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

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

H. Administrative Record

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

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

I. Summary

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

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

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

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

III. APPROVALS

The City Council hereby takes the following actions:

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

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

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

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