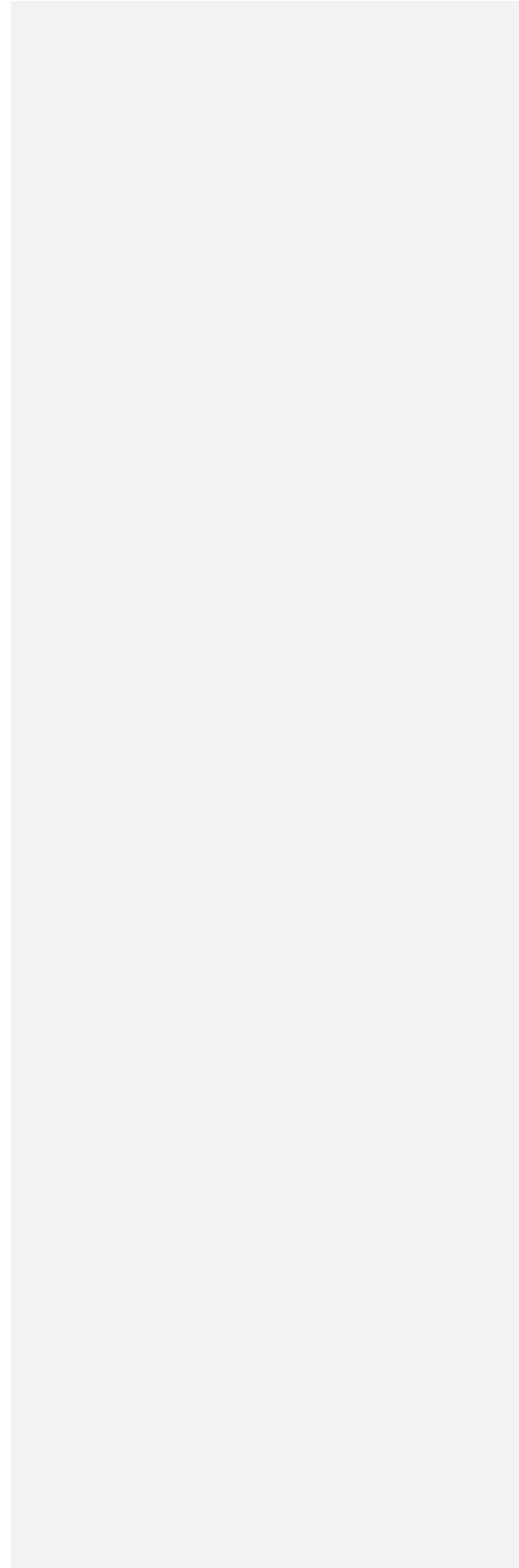


**STATEMENT OF FACTS AND FINDINGS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE ENVIRONMENTAL EFFECTS FOR
STRATFORD RANCH INDUSTRIAL PROJECT**



This page intentionally left blank.

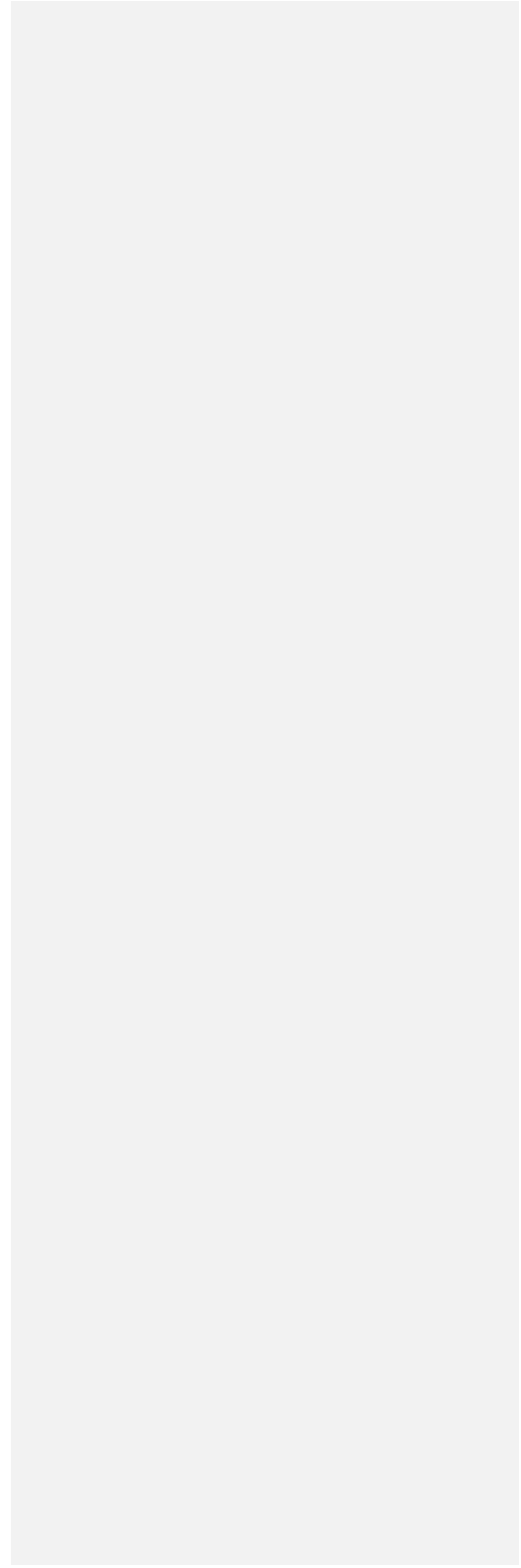


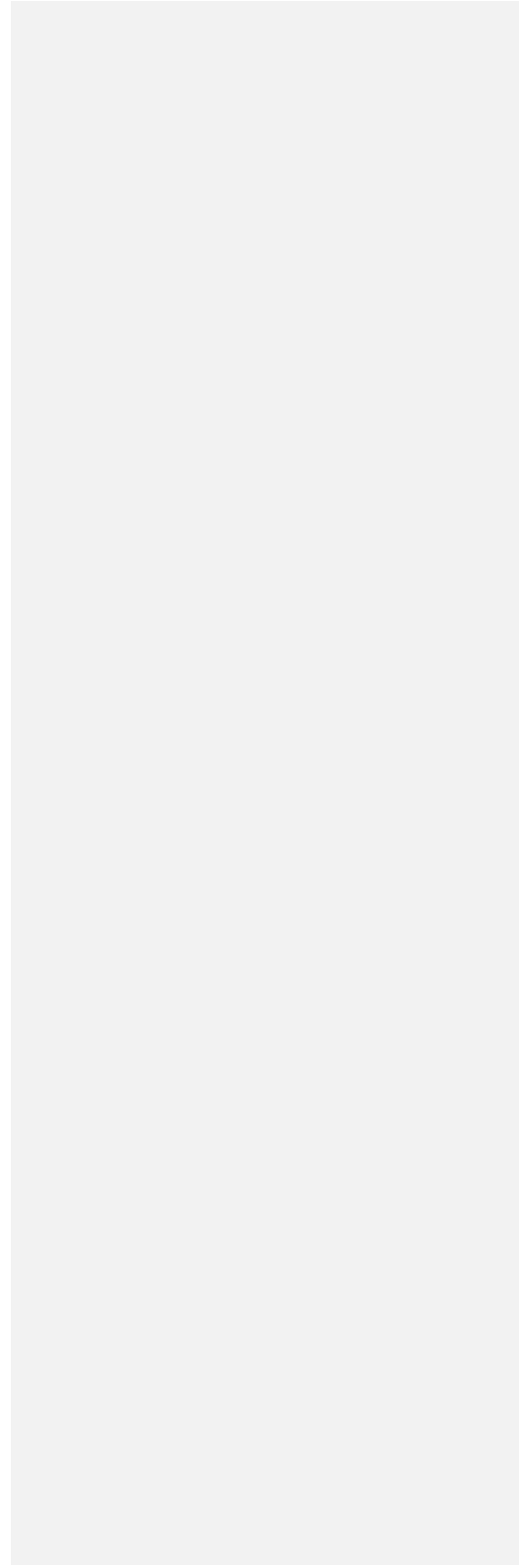
TABLE OF CONTENTS

1.0	STATEMENT OF FACTS AND FINDINGS	1
1.1	Introduction.....	1
2.0	PROJECT SUMMARY	3
2.1	Description of Stratford Ranch Industrial Project Proposed for Approval.....	3
2.2	Stratford Ranch Industrial Project Goals and Objectives	5
3.0	ENVIRONMENTAL REVIEW/PUBLIC PARTICIPATION.....	6
4.0	INDEPENDENT JUDGEMENT AND FINDING.....	7
5.0	ENVIRONMENTAL IMPACTS AND FINDINGS	8
5.1	Effects Determined To Be Less Than Significant in the EIR	844
5.2	Effects Determined To Be Mitigated To Less Than Significant Levels.....	2745
5.3	Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings.....	5237
5.4	Alternatives to the Proposed Stratford Ranch Industrial Project	5545
6.0	CERTIFICATION OF THE FINAL EIR	6049
6.1	Findings.....	6049
6.2	Conclusions.....	6049
7.0	STATEMENT OF OVERRIDING CONSIDERATIONS	6150
7.1	Introduction.....	6150
7.2	Significant Unavoidable Impacts	6150
7.3	Overriding Considerations.....	6254

Attachment A: *Airport Land Use Commission (ALUC) Development Review*, File No. ZAP1078MA12, June 18, 2012.

Attachment B: *Stratford Ranch Industrial Development: Fiscal & Economic Impact Report*, Andrew Chang & Company, LLC, September 2012.

This page intentionally left blank.



1.0 STATEMENT OF FACTS AND FINDINGS`

1.1 INTRODUCTION

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

The following statement of facts and findings has been prepared in accordance with the California Environmental Quality Act (CEQA) and Public Resources Code Section 21081. CEQA Guidelines Section 15091 (a) provides that:

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

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the CEQA Guidelines.

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

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

The City of Perris ("City"), the CEQA Lead Agency, finds and declares that the proposed Stratford Ranch Industrial Environmental Impact Report (EIR) State Clearinghouse No. 2012011037 has been completed in compliance with CEQA and the CEQA Guidelines. The City finds and certifies that the EIR was reviewed and information contained in the EIR was considered prior to approving the proposed Stratford Ranch Industrial Stratford Ranch Industrial project, herein referred to as the "project".

Based upon its review of the EIR, the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the proposed project,

represents the independent judgment of the City, and sets forth an adequate range of alternatives to this project.

The Final EIR is composed of the following elements:

- The Stratford Ranch Industrial Stratford Ranch Industrial project Public Review Draft Environmental Impact Report State Clearinghouse No. 2012011037 (July 27, 2012);
- Mitigation Monitoring and Reporting Program;
- Responses to Comments;
- Corrections and Changes from the Draft EIR to the Final EIR; and
- The following documents that were added to the FEIR as part of the response to comment process in an effort to amplify, clarify and further explain the analysis and conclusions set forth in the FEIR:
 1. Project Specific Preliminary Water Quality Management Plan (WQMP), September 12, 2012;
 2. Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis, August 6, 2012;
 3. Memorandum of Understanding Maintenance Activities in Improved Channels and Detention/Retention and/or Debris Basins, March 1993;
 4. Agreement Regarding Proposed Stream or Lake Alteration, Notification No. 1600-2003-5051-R6 (revisions #3), December 2003; and
 5. CDFG Jurisdictional Impact Report for the Perris Valley Channel Lateral "B" Stage 2 Project, Section 6.0 Mitigation Plan and Appendices, August 2003

Remainder of this page was intentionally left blank.

2.0 PROJECT SUMMARY

2.1 DESCRIPTION OF PROJECT PROPOSED FOR APPROVAL

The project vicinity can be characterized as a mix of developed and undeveloped properties, as can be seen in Figure 1.3. Developed properties in the vicinity include an industrial/warehouse building in Moreno Valley to the northwest, EMWD water reclamation ponds in Moreno Valley to the north, residential subdivisions to the northeast (approximately 300 feet from the project site), an RV and trailer camping facility to the southwest, and a residential subdivision to the southeast (the nearest sensitive receptor is located approximately 200 feet from the PVSC component of the project). The nearest residences to the warehouse component of the project are located to the northeast at approximately 400 feet, to the east at approximately 1,720 feet, and to the southeast at approximately 1,700 feet.

Commented [RH1]: Yes, this is true. See DEIR Figure 4.3.5.

The proposed project is intended to implement the land use plans adopted by the City Council in January 2012 by way of the Perris Valley Commerce Center Specific Plan ("PVCCSP"). The PVCCSP was a comprehensive planning effort undertaken by the City to re-designate a large portion of the northern part of the City with job creating land uses. The City has long suffered from a poor jobs-housing balance (meaning most City residents commute to Los Angeles or Orange Counties for employment) and one of the goals of the PVCCSP is to create job creating land uses to help alleviate the jobs housing imbalance in the City. To this end, the PVCCSP designates a large portion of the City with broad categories of compatible commercial and industrial uses. The PVCCSP land use designations applicable to the project site envision that the project site will be utilized for industrial, warehouse purposes. Thus, one of the primary purposes of the project is to implement the previous policy decision made by the City Council and to implement the PVCCSP.

The project includes the construction and operation of two high-cube logistics warehouse buildings totaling 1,712,880 square feet (Figure 1.3, Draft EIR p. 1-5). The two warehouse buildings will also include a total of approximately 40,000 square feet of business office space for management activities. Parking at the project site will be provided on site for 535 trucks and trailers and 389 parking stalls for passenger vehicles in accordance with the City's parking requirements. Access to the warehouses will be provided via five driveways on Redlands Avenue. The proposed project will incorporate Green Building concepts and is anticipated to reach the Leadership in Energy and Environmental design (LEED) "Certified" rating.

A key "green building" feature proposed as part of the project design is a solar-powered photovoltaic (PV) electrical generation system, making the project one of the first high-cube logistics warehouse projects in the Inland Empire to include this energy and greenhouse gas reduction feature in its design.

As part of the proposed project, channel widening and related improvements will be implemented to the PVSC. These improvements encompass approximately 45.7 acres and will also be dedicated to the Riverside County Flood Control and Water Conservation District (RCFCWCD) for operations and maintenance. These improvements extend 5,000 linear feet from Ramona Expressway north the City limits. The channel widening improvements include development of an access/utility road on both sides of the PVSC and a regional recreational trail. The channel widening is consistent with the RCFCWCD's regional Master Drainage Plan and the Storm Drain Plan recently adopted by the City as part of the Perris Valley Commerce Center Project (PVCCSP) that is designed to accommodate 100-year storm flows. Additional

improvements to the Lateral D Channel will be included with the proposed project and encompass approximately 1.88 acres located in the southern portion of the proposed project site. An approximately 4.11-acre remnant piece of property will be created south of the Lateral D Channel and drainage flows from the proposed project site will be conveyed to the Lateral D Channel by on-site drainage facilities.

A net import of approximately 394,600 cubic yards of soil will be imported onto the warehouse site. The net import location will be taken from soils removed from the PVSC widening included as part of the proposed project, thus eliminating the need to haul soil from off-site locations.

The project has been designed to avoid and otherwise keep intact the rock outcroppings in the southern portion of the site. While these rock outcroppings are not significant archeological or historical resources, this design feature has been injected into the project as part of the SB 18 consultation process and in an effort to ameliorate the concerns expressed by the Pechanga Tribe.

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

2.2 PROJECT GOALS AND OBJECTIVES

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

- Create maximum employment-generating opportunities for the citizens of Perris and surrounding communities;
- Maximize employment opportunities within the City to improve the jobs-housing balance and to reduce systemic unemployment within the City;
- Encourage high cube-logistics warehouse development as attractive and productive uses while minimizing conflicts to the extent possible with the surrounding existing uses;
- Encourage high cube-logistics warehouse distribution services that take advantage of the area's close proximity to various freeways and transportation corridors;
- Provide the infrastructure improvements required to meet project needs in an efficient and cost-effective manner;
- Encourage new development consistent with the capacity and municipal service capabilities;
- Provide a maximum employment-generating, high-quality, large-scale, high cube-logistics warehouse, light industrial development to provide jobs for residents at a variety of income levels;
- Facilitate the efficient and cost-effective movement of goods in and through the City, which, in turn, allows the City to compete economically on a domestic and international scale;
- Provide a high cube-logistics warehouse facility of two buildings totaling approximately 1.0 million square feet or a single building totaling approximately 1.7 million square feet that meets the substantial and unmet demands of businesses located in the City and County;

- Cluster warehouse uses near efficient access points to the state highway system to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources;
- Implement the City's Light Industrial land use designations included in the existing General Plan;
- Implement the PVCCSP by developing a land use envisioned and previously authorized by the PVCCSP;
- Accommodate new development that channels land uses in a phased, orderly manner and is coordinated with the provision of necessary infrastructure and public improvements;
- Provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead;
- Address community circulation, both vehicular and pedestrian, utilizing available capacity within the existing circulation system, and provide fair-share improvements to various future-year deficient intersections or road segments as necessary; and
- Implement drainage improvements to the PVSC and the PVSC Line D that advance the goals of the City's and County of Riverside's Master Drainage Plans.

3.0 ENVIRONMENTAL REVIEW / PUBLIC PARTICIPATION

The City of Perris conducted an extensive review of this project which included a Draft EIR and a Final EIR, including technical reports, along with a public review and comment period. The following is a summary of the City's environment review of this project:

- Pursuant to the provision of Section 15082 of the CEQA Guidelines, as amended, the City of Perris circulated a Notice of Preparation ("NOP") to State Clearinghouse, responsible agencies, and other interested parties for a 30-day period. The NOP and Initial Study were submitted to the State Clearinghouse on or about January 18, 2012. A notice advising of the availability of the NOP was posted by the Riverside County Clerk on January 18, 2012. In addition, a scoping meeting was held on before the City of Perris Planning Commission on February 15, 2012 pursuant to the requirements of Section 15082(c)(1) of the CEQA Guidelines.
- The City of Perris circulated the Draft EIR for the Stratford Ranch Industrial project from to August 1, 2012 to September 14, 2012. A notice advising of the availability of the Draft EIR was posted by the Riverside County Clerk on August 1, 2012. The Notice of Availability of the Draft EIR was circulated to the State Clearinghouse, responsible agencies, and other interested parties on or about.
- The City received a total of ten comment letters from responsible agencies and other interested parties. The City prepared responses to all written comments. The comments and responses are contained in Section 2.2 of the Final EIR.
- 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 Final EIR.

Statement of Facts and Findings and Statement of Overriding Considerations

Remainder of this page was intentionally left blank.

4.0 INDEPENDENT JUDGMENT AND FINDING

The Applicant retained the independent consulting firm of LSA Associates, Inc. to prepare the EIR for the Stratford Ranch Industrial project. LSA Associates has prepared the EIR under the supervision, direction and review of the City with the assistance of an independent peer review (Cadence Environmental Consultants). The City of Perris is the Lead Agency for the preparation of the EIR, as defined by CEQA CPRC Section 21067 as amended. The City Council has received and reviewed the EIR prior to certifying the EIR and prior to making any decision to approve or disapprove the Stratford Ranch Industrial project. All findings set forth herein are based on substantial evidence in the record as indicated with respect to each specific finding.

FINDING:

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

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

The EIR also identifies certain significant adverse environmental effects of the project which cannot be avoided or substantially lessened. Prior to approving this project the Council also adopts a Statement of Overriding Considerations which finds, based on specific reasons and substantial evidence in the record (as specified in Section 7.0), that certain identified economic, social or other benefits of the project outweigh such unavoidable adverse environmental effects.

Remainder of this page was intentionally left blank.

5.0 ENVIRONMENTAL IMPACTS AND FINDINGS

5.1 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT IN THE EIR

The Stratford Ranch Industrial project EIR found that the proposed project would result in less than significant impacts on a number of environmental topic areas. Therefore, a less than significant environmental impact determination was made for each of the topic areas listed below. A detailed analysis of the topic areas is provided within the Final EIR.

- Aesthetics (preservation of scenic vistas, scenic resources or scenic highways, negative aesthetic effect to the existing visual character or quality, and cumulative aesthetic effects);
- Agriculture (conversion of Prime, Unique, or Statewide Important Farmland, conflict with a Williamson Act contract, conflict with existing agricultural zoning, conversion of agricultural lands to non-agricultural lands, conversion of existing or future agricultural operations on adjacent properties, conversion of Locally Important Farmland, and cumulative effects);
- Air Quality (Air Quality Management Plan Consistency, long-Term microscale (CO Hotspot) impacts, acute project-related carcinogenic emission impacts from short term construction activities, carcinogenic and chronic project-related emission impacts, objectionable odors, and project-related localized construction and operational emissions impacts);
- Biological Resources (endangered and threatened species, Multiple Species Habitat Conservation Plan ("MSHCP"), habitat fragmentation and wildlife corridors, adopted policies and/or ordinances, and cumulative impacts);
- Cultural Resources (historical resources and cumulative impacts);
- Geology and Soils (fault rupture, soil erosion or loss of topsoil, septic tanks, and cumulative impacts);
- Hazards and Hazardous materials (routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions, hazardous materials near a school, wildfire hazard, located on a list of hazardous materials sites, within two miles of a private airport, conflict with emergency response plans, and cumulative impacts);
- Hydrology And Water Quality (seismic flooding-related impacts, seismic-related impacts, ground water, drainage pattern and capacity-related impacts, and cumulative impacts);
- Land Use And Planning (physically divide an established community, conflict with any applicable land use plans, policies, or regulations, conflict with the Western Riverside County MSHCP, cumulative impacts);
- Mineral Resources (loss of statewide, regional, or locally important mineral resources and cumulative impacts);
- Noise (long-term operational noise impacts, groundborne vibrations, long-term traffic noise impacts, future year long-term noise impacts, public airport noise impacts, private airport noise impacts, and cumulative impacts);
- Population and Housing (growth, displace substantial existing housing, displace a substantial number of people, and cumulative impacts).
- Public Services (police, fire, schools, and cumulative impacts);
- Recreation (increased use of existing recreational facilities, new or physically altered recreation and park facilities, cumulative impacts);

- Transportation and Traffic (design hazards, emergency access, alternative transportation policies, plans and programs, and freeway merge/diverge LOS).
- Utility And Service Systems (wastewater, potable water supplies, storm water drainage, solid waste, and cumulative impacts).

FINDING:

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

AESTHETICS

Preservation Of Scenic Vistas. As described in the City's General Plan Draft EIR, virtually all development activity envisioned in the General Plan would obstruct views of scenic vistas. However, due to the flatness of the area and the orientation of the roadway network, the preservation of scenic vistas would occur through view corridors established by the roadway network. The PVCCSP includes a Major Roadway Corridor Visual Zone for the roadway network requiring special consideration to the visible aesthetics of screen walls, fences, and landscaping to reinforce a sense of quality. (Draft EIR pp. 4.1-25 through 4.1-26).

Because the proposed project is consistent with development envisioned in the General Plan and PVCCSP, and based on the narrow definition of what constitutes a scenic vista as described in the City's General Plan EIR, the potential impact to scenic vistas would be less than significant. (Draft EIR pp. 4.1-25 through 4.1-26).

Scenic Resources Or Scenic Highways. As described in the City's General Plan, while scenic resources are present in the City, the City does not designate a single scenic resource notable by virtue. Additionally, there are no officially designated scenic highways in the City of Perris. Therefore, because there are no scenic resources or scenic highways identified within the City, no impact would occur. (Draft EIR p. 4.1-26)

Negative Aesthetic Effect To The Existing Visual Character Or Quality. Although the visual characteristic of the project site would change, the proposed project would replace the existing semi-developed/vacant parcels with an attractive, well-designed development through the use of architectural elements, landscaping, and design of the project site. In addition, the proposed project would be designed and constructed per applicable City Municipal Code, General Plan, and PVCCSP standards. Therefore, because no demonstrable negative aesthetic effect to the existing visual character or quality of the project site or its surroundings is anticipated to result from the proposed project, no significant impact related to this issue would occur. (Draft EIR pp. 4.1-25 through 4.1-26)

Cumulative Effects. The cumulative effect on scenic vistas from the proposed project would be less than significant as scenic vistas would not be affected from viewpoints within certain project locations and adjacent roads. Development of lands within the City would result in the cumulative conversion from open space to a more urbanized land use. However, this is a continuing development trend currently occurring within the southern portion of the City that has been anticipated in the City's General Plan, and the PVCCSP. The proposed project, in conjunction with other cumulative projects would be developed in a manner consistent with existing development trends in the City. Cumulatively, more lighting would be introduced into the area by proposed, existing, and future development. As with past and currently proposed

development, cumulative lighting-related impacts would be reduced through the adherence to applicable City lighting standards. No cumulatively significant lighting impact would result from implementation of the proposed project. (Draft EIR p. 4.1-34)

AGRICULTURE

Conversion Of Prime, Unique, Or Statewide Important Farmland. The project site is not currently designated Prime, Unique, or Statewide Important Farmland; therefore, no conversion of Prime, Unique, or Statewide Important Farmland would occur. In the absence of any conversion of such farmland, no impact related to this issue would occur. (Draft EIR p. 4.2-9)

Conflict With A Williamson Act Contract. The proposed project site is not covered under a Williamson Act Contract; therefore, the project would not conflict with any Williamson Act contract. Because the project would not conflict with any Williamson Act contract, no impacts related to this issue would occur with implementation of the proposed project. (Draft EIR p. 4.2-9)

Conflict With Existing Agricultural Zoning. As identified in the City's General Plan, currently, there are no agricultural zones identified by the City on the project site or any of the surrounding properties. Because the project site is not zoned for agricultural uses, and because surrounding areas, which include the area where infrastructure improvements would occur, are not zoned for agricultural uses, implementation of the proposed project would not conflict with existing zoning for agricultural uses. Therefore, no impact associated with this issue would occur. (Draft EIR p. 4.2-9)

Conversion Of Agricultural Lands To Non-Agricultural Lands. The proposed project site is currently disturbed agricultural land utilized for dry, non-irrigated farming. The location of the site relative to the PVSC, the presence of on-site dry, non-irrigated agricultural uses, the amount and quality of agricultural operations within the ZOI for the site, and the absence of Protected Resource Land results in a low SA subscore. The LESA score for the proposed project site does not exceed the thresholds that would indicate a significant agricultural resource impact. No significant agricultural resource impact would result from the conversion of the site to non-agricultural uses. (Draft EIR pp. 4.2-9 through 4.2-12)

Conversion Of Existing Or Future Agricultural Operations On Adjacent Properties. The proposed high-cube logistics warehouse project is located close to planned and approved developments, and is included in the PVCCSP, which consists of the development of multiple land uses on over 3,500 acres and is planned for the northeastern portion of the City limits. The City's 2005 General Plan also contains no agricultural use designation. As set forth in the CBRE report, "[a]gricultural production will decline in the Perris Valley due to economic factors that are entirely independent of the local land use designation applicable to the site." Thus, the project itself will not hasten the conversion of any lands from agricultural uses to covert to other uses. (Draft EIR p. 4.2-12)

Conversion Of Locally Important Farmland, And Cumulative Effects. While the project site has been designated as Locally Important Farmland by the County years ago, due to the on-site soil characteristics as demonstrated by the low LESA scores, the local land use and planning designations of the sites, and the economic and regulatory hurdles facing local farmers, the continued viability or intensification of agricultural uses within the project limits is not feasible.

Use of the project site for agricultural production does not substantially contribute to the local or regional agricultural economy and is not expected to in the future as demonstrated by the land use designations applicable to the site, the low soil quality and low LESA scores, and due to systemic economic pressures that are at work. Because of the limited productivity of on-site soils, coupled with the lack of substantial on-site agricultural activity and the restrictive factors cited above it, no significant impact associated with the conversion of Locally Important Farmland would result from development of the proposed uses. (Draft EIR pp. 4.2-13 through 4.2-15)

Cumulative Effects. The City has recognized (as evidenced in its General Plan Land Use Element and the absence of agricultural preservation mitigation program) that the eventual conversion of agricultural uses within the City would occur and is in fact planned for. Utilization of the project site for the proposed uses does not create any significant cumulative agricultural impacts since the individual impacts of the project are less than significant and the project would not hasten or otherwise increase the pressure for owners beyond the City of Perris to convert to non-agricultural uses. (Draft EIR p. 4.2-15)

AIR QUALITY

Air Quality Management Plan Consistency. Implementation of the proposed project will not conflict with or obstruct implementation of the Air Quality Management Plan (AQMP) because it represents an implementation of planned land uses without changing the total amount of land that is planned for future development. The project is consistent with the Perris General Plan land use designations and population projections used in development of the AQMP (Draft EIR, pp. 4.3-31 through 4.3-33).

Long-Term Microscale (CO Hotspot) Impacts. Localized air quality effects would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. As identified in the Air Quality Analysis prepared for the proposed project, all current and future CO concentrations at intersections in the project vicinity would be below the Federal and State CO standards, and project-related increases would be 0.2 ppm or less as shown in Table 4.3.E and 4.3.F. Since the Basin is in attainment for CO and ambient levels of CO are below State and Federal standards, the project would not exceed CO standards and a quantitative CO hotspot analysis is not required according to Caltrans guidance. A less than significant impact would occur. (Draft EIR, pp. 4.3-33 and 4.3-34).

Acute Project-Related Carcinogenic Emission Impacts From Short Term Construction Activities. The nearest existing sensitive receptors in the vicinity of the warehouse project site are residences located approximately 400 feet to the northeast and southeast. SCAQMD does not require preparing a health risk assessment for construction activity because it is widely accepted that the exposure duration during a relatively short-term construction period does not result in a significant health risk. And studies of the gross respiratory effects of diesel exhaust in exposed workers have not provided sufficient exposure information to establish a short-term noncancer health risk guidance value for respiratory effects that may result from short-term construction activities. Since there are no significant emissions of toxic air pollutants in the project vicinity and project diesel exhaust emissions during short-term construction activities are not significant, the potential for short-term acute carcinogenic health risk impacts from the proposed project will be less than significant. (Draft EIR, pp. 4.3-34 through 4.3-38)

Commented [RH2]: 400 feet to the warehouse, 200 feet to the PVSC.

Carcinogenic And Chronic Project-Related Emission Impacts. Long-term operational emissions would result from the operation of diesel-powered trucks delivering and removing supplies and materials to and from the project site, and the use of diesel-powered forklifts and hostlers typically associated with high-cube logistics warehouse uses. The primary health risk from heavy-duty trucks and warehouse equipment emissions is diesel particulate exhaust. Even with the conservative modeling technique used (assuming that an individual stays outdoors at his or her residence 24 hours per day for 70 years, which is the State-required period of time that all HRAs must assess), the nearest sensitive receptor would be exposed to an unmitigated inhalation cancer risk of no more than 1.5 in 1 million, less than the threshold of 10 in a million. The Chronic Hazard Index would be 0.00096, less than the threshold of 1.0. These risk levels are much higher than are actually expected to occur; therefore, no significant health risk would occur from Stratford Ranch Industrial project-related diesel truck traffic. (Draft EIR, pp. 4.3-38 through 4.3-41)

Objectionable Odors. During construction, various diesel-powered vehicles and equipment in use on the site would create odors. With the exception of short-term construction-related odors (e.g., equipment exhaust or asphalt odors), the proposed uses do not include uses that are generally considered to generate offensive odors. While the application of architectural coatings and installation of asphalt may generate odors, these odors are temporary and not likely to be noticeable beyond the project boundaries. Solid waste generated by the proposed on-site uses will be collected by a contracted waste hauler, ensuring that any odors resulting from on site would be adequately managed. Due to the distance of the refuse storage areas from these uses and because solid waste from the project will be managed and collected in a manner to prevent the proliferation of odors, no significant odor impact will occur. (Draft EIR p. 4.3-41)

Project-Related Localized Construction Emissions Impacts. The emissions of these pollutants on the peak day of construction will not result in concentrations of pollutants at nearby residences or other sensitive receptors that are at or above the SCAQMD thresholds of significance. Impacts are less than significant. (Draft EIR pp. 4.3-41 through 4.3-45)

Project-Related Localized Construction Operational Impacts. The primary emissions from operational activities include, but are not limited to, NO_x and CO combustion emissions from stationary sources and/or on-site mobile equipment. The operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 400 feet. Therefore, the proposed operational activity would not result in a localized significant air quality impact. Impacts are less than significant. (Draft EIR p. 4.3-46)

Cumulative Effects. The cumulative area for air quality impacts is the South Coast Air Basin. The project would contribute criteria pollutants to the area during project construction. The Basin is in nonattainment for PM₁₀, PM_{2.5}, and ozone at the present time. The project construction-related emissions would not exceed any of the thresholds of significance. Thus, the project construction would not have a significant impact from a cumulative perspective. (Draft EIR p. 4.3-53)

Background concentrations in future years are anticipated to continue to decrease as the concerted effort to improve regional air quality progresses. Therefore, CO concentrations in the future years would generally be lower than existing conditions. Based on the analysis, because no CO hot spot impacts would occur, it is reasonable to assume that a less than significant cumulative CO impact would occur. (Draft EIR p. 4.3-53)

BIOLOGICAL RESOURCES

Endangered And Threatened Species. No federal or state endangered/threatened species was detected during the focused biological resource surveys conducted within the project limits. As no endangered or threatened species have been located or are anticipated within the limits of the project limits, no significant impact related to this issue would occur. In the absence of a significant impact, no mitigation is required. (Draft EIR pp. 4.4-16 and 4.4-17)

Multiple Species Habitat Conservation Plan (“MSHCP”). The study area is not located in any Criteria Cells; therefore, the proposed project is not subject to cell criteria identified in the MSHCP. Since conservation objectives only need to be considered for projects within the Criteria Area, the proposed project does not require evaluation in regard to potential impacts on Planning Species or Criteria Cells. The study area is not adjacent to and Cores or Linkages, as identified in the MSHCP. Additionally, it is not in proximity to the MSHCP Conservation Area and is not subject to the project guidelines provided in MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). The MSHCP and its Implementation Agreement contain a fee mitigation program pursuant to which local agencies collect development impact fees and remit such fees to the Riverside Conservation Authority (RCA). Payment of the local MSHCP mitigation fee will be required of the project prior to the issuance of building permits. (Draft EIR pp. 4.4-17 and 4.4-18)

Habitat Fragmentation and Wildlife Corridors. The proposed project site has been previously disturbed and diminished in quality through past agricultural uses and through maintenance activities within the PVSC Channel. Due to the disturbed condition of the project site as well as adjacent areas, development of the proposed project will not result in significant habitat fragmentation or substantially affect established wildlife corridors or wildlife movement. As no significant habitat fragmentation would result from the development of the proposed uses. (Draft EIR p. 4.4-18)

Adopted Policies and/or Ordinances. No policies or ordinances protecting biological resources other than compliance with state and federal regulations to ensure protection and preservation of significant biological resources, and the implementation of the MSHCP are identified by the City. As there are no other local policies or ordinances regarding the protection of biological resources identified by the City or other local jurisdiction applicable to the project site, no impact would occur. Because the MSHCP provides a regional and comprehensive approach to conservation planning, and through the implementation of the stated mitigation for project-specific impacts and the payment of required MSHCP mitigation fees, no significant cumulative effect on biological resources would result from the development of the proposed uses. (Draft EIR pp. 4.4-18 and 4.4-19)

CULTURAL RESOURCES

Historical Resources. Although the prehistoric site recorded within the project boundaries was previously considered not significant and therefore not a historical resource per CEQA, as set forth below, the EIR includes mitigation measures that require that the milling slicks be removed prior to construction and donated to either the Riverside Metropolitan Museum or to any other entity suggested by the Native American tribes that have requested consultation. No other structures or unique historic features are currently located within the project limits. No evidence

of past structures or unique features was identified, nor was evidence of such structures identified during the on-site cultural resource survey. As no evidence has been identified to suggest the presence of past or current structures on site, potential impacts related to historic structures, features, and resources will not occur. (Draft EIR pp. 4.5-9 and 4.5-10)

Cumulative Effects. The cumulative area for cultural resources is the City of Perris. Implementation of the proposed project would require measures to identify, recover, and/or record any cultural and/or paleontological resource that may occur within the project limits. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level through adherence to existing State law. There are no other projects that would, in combination with the proposed project, result in any significant cumulative impacts on historical, archaeological, or paleontological resources, or in impacts to human remains. Therefore, the proposed project would have no significant cumulative impacts associated with cultural resources. (Draft EIR pp. 4.5-10 and 4.5-11)

GEOLOGY AND SOILS

Fault Rupture. Although the project is located within a seismically active region, implementation of the proposed project would not result in the development of structures within an A-P Earthquake Fault Zone as no fault zone exists within the City limits and therefore, the project site. No fault rupture hazard would occur. (Draft EIR p. 4.6-9)

Soil Erosion Or Loss Of Topsoil. The proposed project will include the grading of approximately 133.3 acres for the construction of the proposed industrial warehouse buildings. In addition, the project also proposes improvements to the PVSC and the construction of on-site water, sewer, and roadway infrastructure. These activities have the potential to cause erosion both on and off site. As soils covering the project site have a slight erosion hazard potential and because the project would be required to adhere to the City's Grading Ordinance, obtain an NPDES Permit, prepare an SWPPP and a WQMP, construction and operational impacts associated with soil erosion hazards are considered to be less than significant. (Draft EIR pp. 4.6-9 and 4.6-10)

Septic Tanks. The proposed project will include the construction of habitable structures and will be connected to existing wastewater facilities owned and operated by the Eastern Municipal Water District. Therefore, septic tanks would not be necessary for the proposed project. Because the proposed project would not include the installation of septic tanks or alternative wastewater disposal systems, no impacts would occur. No mitigation is required. (Draft EIR p. 4.6-10)

Cumulative Effects. Because it is reasonable to conclude that all development within seismically active areas will be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by local agencies, a less than significant cumulative impact would occur with implementation of the proposed project. (Draft EIR p. 4.6-13)

HAZARDS AND HAZARDOUS MATERIALS

Routine Transport, Use, or Disposal Of Hazardous Materials And Reasonably Foreseeable Upset And Accident Conditions. Potentially hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products such as paint products, solvents, and cleaning products may be stored and transported in conjunction with the proposed high-cube logistics warehouse uses. The potential for other hazardous materials also exists as the exact tenants of the proposed distribution centers are unknown at this time. Compliance with existing law will ensure that no significant impacts pertaining to the creation of hazards affecting the public will occur. The handling of hazardous materials in accordance with the HMBEP as required by applicable local, state, and federal standards, ordinances, and regulations would ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant. (Draft EIR p. 4.8-8)

Hazardous Materials Near A School. There is one school facility in vicinity of the project site. The nearest school to the project site is the Rancho Verde High School located in the City of Moreno Valley approximately 0.35 mile northeast of the site. Compliance with the identified state and federal transportation safety standards would govern the handling of hazardous materials during truck and freight transfer operations. These standards include procedures to contain, report, and remediate any accidental spill or release of hazardous materials. The handling of hazardous materials in accordance with all applicable local, state, and federal standards, ordinances, and regulations would ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant. (Draft EIR p. 4.8-9)

Located On A List Of Hazardous Materials Sites. Neither the project site nor areas in the vicinity of the project site was listed on any list of hazardous materials sites as defined by Government Code Section 65962.5. Therefore, impacts related to this issue would be less than significant. (Draft EIR p. 4.8-10)

Within Two Miles Of A Private Airport. The nearest private airport to the project site is the Perris Valley Airport, and is approximately 5.25 miles south of the project site. The project site is located outside the Airport Influence Area for the March Air Reserve Base/March Inland Port. Therefore, development of the project site would not result in private airport safety hazards for people working in the project area. No impacts associated with this issue would occur.

Conflict With Emergency Response Plans. The proposed project will be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that vehicular access will provide for adequate emergency access and evacuation. Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Compliance with existing regulations for emergency access and evacuation would ensure that impacts related to this issue are less than significant. (Draft EIR p. 4.8-10)

Wildfire Hazard. The proposed project is not located within a Fire Hazard Area or within an area susceptible to wildfires. Development of the proposed high-cube logistics warehouse uses would not expose persons or property to increased wildland fire risks. No significant wildland fire impact would result from the development of the proposed on-site uses. Areas surrounding the project site consist of urban, built, agricultural, and open space. Because of lack of abundant

vegetation and the moderate amount of development within the vicinity of the project site, on-site and adjacent areas do not have the capability to support a wildfire. Because of the low probability that the project site would be subject or susceptible to wildland fires, no significant impact related to this issue would occur. (Draft EIR p. 4.8-11)

Cumulative Effects. Although each project has unique hazardous materials considerations, it is anticipated that future cumulative projects would comply with the local, state, and federal regulations and requirements as these are required for all development projects. As a result, cumulative impacts associated with hazardous materials would be less than significant.

HYDROLOGY AND WATER QUALITY

Seismic Flooding-Related Impacts. The proposed project site is approximately 133.3 acres in size and is located at the southeast corner of Redlands Avenue (extended) and PVSC Lateral B. As identified in the Safety Element of the City's General Plan, the project site is located within the dam inundation area. Although the project site is within the dam inundation zone, occurrence of flooding from the Lake Perris reservoir in the City is extremely remote as Perris Dam have been engineered and constructed and is being retrofitted with the knowledge that the area is seismically active. Due to the unlikely possibility of dam failure, potential for flooding resulting from the failure of a dam is low. Therefore, dam inundation impacts associated with the construction and operation of the proposed project is less than significant. (Draft EIR p. 4.9-16)

Seismic-Related Impacts. Inundation of the project site by a tsunami will not occur as the project site is located approximately 48 miles from the Pacific Ocean. Although not located adjacent to the Pacific Ocean, the project site is located approximately 1.3 miles west from Lake Perris. Since Lake Perris is an enclosed body of water, Lake Perris could be subject to a seiche during a seismic event. However, the probability that a seiche event would affect the project site is highly unlikely as water levels in the lake would not be high enough to overtop the Perris Dam in the event of a seiche. Impacts associated with seiche events are less than significant for the proposed project. The project site is located in a gently sloping area where landslides and mudslides would not occur. Since the project site is not located in an area identified by the City as having slope instability, a less than significant impact associated with mudslides would occur. (Draft EIR p. 4.9-17)

Groundwater. It is anticipated that the proposed project would primarily utilize imported water purchased from Metropolitan. In the event that imported water is not available, this imported water would be supplemented by local groundwater sources. The implementation of the existing West San Jacinto Groundwater Basin Management Plan would ensure that local groundwater resources are conserved and groundwater overdraft does not occur. If the use of groundwater supplies was necessary, the proposed project would be required to comply with any future water use restricting regulations further minimizing impacts to groundwater supply. As identified in the City's General Plan, the proposed project would not interfere with groundwater recharge as the project site is not identified as a groundwater recharge area. Therefore, the proposed project would not interfere with groundwater recharge activities. Impacts associated with this issue are less than significant. (Draft EIR p. 4.9-17)

Drainage Pattern And Capacity-Related Impacts. It is anticipated that the development of this project would include the construction of buildings, parking areas, sidewalks, roads and other infrastructure such as storm water, water, and sewer infrastructure features. Because the development of the proposed project would introduce a greater percentage of impervious

surfaces, the post-development flow volumes that would be generated on site are anticipated to be substantially higher than the pre-development flows. While the resultant increase in impervious surfaces would contribute to a greater volume and higher velocities of storm flow, the project site's drainage system would accept and accommodate runoff that would result from the project construction at or better than historic, or pre-development, conditions. Therefore, the post-development flows generated on the project site would not exceed the capacity of the planned storm water drainage systems. Impacts associated with this issue are less than significant. (Draft EIR p. 4.9-18 through 4.9-20)

Cumulative Effects. The cumulative area for drainage impacts is the City of Perris. The drainage system for the proposed project would be designed so that runoff from the project site after project development are directed to on-site treatment BMPs and flow volumes are equal to or less than historic conditions at any given discharge location. This same requirement will be placed on all other development in the vicinity of the project site by the City of Perris. Therefore, the proposed project will not make a significant contribution to any cumulatively considerable impacts related to drainage or water quality. (Draft EIR p. 4.9-27)

LAND USE AND PLANNING

Physically Divide An Established Community. The adjacent properties surrounding the proposed project are undeveloped. However, there are pockets of commercial, light industrial/manufacturing, and industrial uses in close proximity to the project site. There are also pockets of residential uses further to the northeast, east, and southeast. A mix of mostly undeveloped land with pockets of residential uses, commercial, light industrial/manufacturing, and industrial uses do not constitute an established community. Because the existing residential uses surrounding the proposed project are separated from the site by existing development and undeveloped land, implementation of the proposed project would not physically divide an established community. While the physical removal of a potential circulation route across the PVSC would occur, the division of an established community would not occur because the collection of sporadic single-family residential units within the project vicinity is not part of an established community. No impact would occur. (Draft EIR pp. 4.10-7 and 4.10-8)

Conflict With Any Applicable Land Use Plans, Policies, Or Regulations

South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan. Because the Specific Plan-Light Industrial designation occurred recently, this land use is not assumed in the AQMP. However, the previous residential designation would be expected to generate more average daily trips, and hence more tailpipe emissions, than the proposed high-cube logistics warehouse project. The emissions from the proposed project are less than those anticipated from the previous residential zoning. And is therefore consistent with the 2007 AQMP. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur. (Draft EIR pp. 4.10-8 and 4.10-9)

Regional Transportation Plan The proposed project is consistent with the RTP such that the proposed project would be required to adhere to the City of Perris's General Plan. (Draft EIR p. 4.10-16)

Compass Growth Vision The proposed project is consistent with the four principles of the Compass Growth Vision. During the construction of the project and as needed throughout the process, necessary utility and roadway improvements will be installed or extended to the project site from adjacent existing facilities. The utility and roadway improvements will facilitate future growth in the surrounding area. The development of the proposed project is consistent with the land use vision for the site and will augment existing services available in the City and region. (Draft EIR pp. 4.10-16 and 4.10-17)

City of Perris General Plan. By law, all activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The *City of Perris General Plan Land Use Element*, plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element incorporates land use policies and maps to guide the future development of the City of Perris. (Draft EIR p. 4.10-17)

Santa Ana Water Quality Control Plan (Basin Plan) Storm water runoff from the proposed project will eventually make its way to the San Jacinto River. Because the proposed project is required to comply with all applicable water quality standards and requirements established by the RWQCB, and is therefore in compliance with the NPDES permitting system, the proposed project would be consistent with the Basin Plan. (Draft EIR pp. 4.10-16 through 4.10-24)

Riverside County Drainage Area Management Plan (DAMP). The proposed project is required to comply with all applicable drainage standards and requirements designed to protect water resources and enhance water quality and would therefore, be consistent with the DAMP. (Draft EIR p. 4.10-24)

Eastern Municipal Water District Urban Water Management Plan (EMWD UWMP). The proposed project is required to comply with all applicable standards and requirements designed to conserve water supplies and insure water source reliability for future years prior to the approval of the project. As such, the proposed project would be consistent with the EMWD UWMP. (Draft EIR p. 4.10-24)

March Air Reserve Base Airport Land Use Compatibility Plan. The uses proposed under the proposed project are consistent with the permitted uses within the March Air Reserve Base Airport Installation Compatibility Use Zone (AICUZ) document. Therefore, the proposed project is consistent with the March Air Reserve Base Airport Land Use Compatibility Plan. (Draft EIR p. 4.10-24) On June 14, 2012, the Riverside County Airport Land Use Commission found the project consistent with the 1984 Riverside County Airport Land Use plan, as applied to the Airport Influence Area of March Air Force Base (new March Air Reserve Base/ March Inland Port. (Attachment A)

Other Local Plans. In addition to the City of Perris General Plan, other adopted local plans control land use and protect the environment in the proposed project area, including the City of Perris Zoning Code and the PVCCSP. Pursuant to California Government Code Section 65454, zoning and specific plans by law must be consistent with the City's General Plan. In turn, as previously indicated, all activities undertaken by a planning agency must be consistent with the General Plan. Therefore, these plans in combination with the City's General Plan, would govern all development actions set forth in or facilitated by the proposed project's construction. (Draft EIR pp. 4.10-24 and 4.10-25)

Conflict With the Western Riverside County MSHCP. The payment of the mitigation fees and compliance provisions of the MSHCP provides full mitigation under CEQA, the Federal Endangered Species Act (FESA), and the California Endangered Species Act (CESA) for impacts to the species and habitats covered by the MSHCP. Since the City has adopted the MSHCP and its requirements and provisions, and since the project is within Perris, the proposed project would be required to adhere to applicable MSHCP requirements and fees. Therefore, the proposed project would not conflict with any applicable habitat conservation plan and no significant impact associated with this issue would occur. (Draft EIR p. 4.10-25)

Cumulative Effects. The proposed project would not result in a significant impact on land use and planning. While implementation of the proposed project represents establishment of new land uses within the currently undeveloped project site, the character and overall intensity of the proposed development is consistent with and comparable to existing land uses within the City and in the project vicinity. Furthermore, as indicated by the land use consistency analysis, the proposed project would not conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Because each cumulative project would be required to identify and mitigate any inconsistencies among the various land use plans, it can be anticipated that these projects would have a less than significant cumulative impact. Additionally, the extension of roadway infrastructure and utilities to this area will facilitate anticipated growth in the area. Therefore, there are no other developments in the project vicinity that would in combination with the proposed project create a cumulative impact by dividing an established community, conflicting with applicable land use plans, policies, or regulations, or conflicting with an approved habitat conservation plan. (Draft EIR p. 4.10-25)

MINERAL RESOURCES

Loss Of Statewide, Regional, Or Locally Important Mineral Resources. No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the Perris General Plan or County of Riverside General Plan. The development of the project site would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, the development of the project site would not result in a loss of statewide, regional, or locally important mineral resources. No impacts associated with this issue would occur. (Draft EIR pp. 4.11-2 and 4.11-3)

Cumulative Effects. The cumulative area for mineral resources is the City of Perris. As population levels increase in the region, greater demand for aggregate and other mineral materials will be placed on mineral resources, especially sand and gravel. Similarly, development pressures in areas where these materials are known or expected to occur would result in the loss of availability of these mineral resources. However, because the project site is not identified as a significant source of sand/gravel deposits and development subsequent to the adoption of the proposed land use actions on any of the sites would not decrease the local or regional availability of mineral resources, potential future development of any of the sites would have no significant cumulative mineral resources impact. (Draft EIR p. 4.11-3)

NOISE

Long-Term Operational Noise Impacts. The on-site truck loading/unloading activities are the dominant on site noise generator. Noise from parking lot activities and mechanical equipment would have a minimal effect on the composite noise level from the on-site truck loading/unloading activities. On-site truck loading/unloading activities are estimated to produce a noise level of 56 dBA L_{max} at the nearest residences located approximately 450 feet away. This noise level would be the worst-case operational noise level that would result from project operation. This noise level is below the City's exterior noise standard of 60 dBA L_{max} or 60 dBA CNEL. A less than significant impact would occur. (Draft EIR pp. 4.12-15 through 4.12-17)

Groundborne Vibrations. The 0.02 in/sec and 0.05 in/sec that would be generated during the construction phase for the various project components would be below the lowest (0.12 in/sec) vibration level thresholds that could cause vibration damage in buildings. Existing residences to the northeast approximately 300 feet from the PVSC improvements construction area and existing residences approximately 400 feet to the east of the project boundary would experience even lower vibration levels during project construction and would not result in any structural damage. Therefore, although heavy-duty earthmoving equipment would be used during the construction phase of the project, the level of vibration would not be excessive or permanent, nor would it exceed the level at which building damage typically occurs. Impacts from construction-related groundborne vibration would be less than significant. (Draft EIR p. 4.12-17)

Long-Term Traffic Noise Impacts. Implementation of the proposed project would result in relatively minor changes in traffic noise levels. The 65 dBA CNEL noise contour along these roadway segments would remain confined within the roadway right-of-way. Existing land uses along these roadway segments are located more than 60 feet from the roadway centerline and would not be exposed to traffic noise level exceeding 65 dBA CNEL and would be below the City's exterior noise standard of 65 dBA CNEL for noise-sensitive land uses. All other roadways in the project area would have a traffic noise increase of 1.1 dBA or less. The increase in traffic noise would not exceed the 5 dBA threshold of significance for sensitive uses with noise levels less than 65 dBA CNEL. (Draft EIR pp. 4.12-17 through 4.12-25)

Future Year Long-Term Noise Impacts. The cumulative impact analysis conducted for potential noise impacts analyzed a 2035 development scenario. Given the global worldwide recession, and given the fact that the growth in inland empire warehouse development has slowed tremendously in the past year, it is unlikely that the area surrounding the proposed project sites will be fully built out by 2035. In addition, because the various residences in the project vicinity west of the PVSC are legally nonconforming uses it is highly unlikely that these residences will exist in the area at the 2035 or at a later timeline. Thus, in light of these factors, it is highly unlikely that any of the currently existing residential uses will coexist as legally nonconforming uses by the time the south Perris area fully develops as envisioned in the City's General Plan. Impacts would be less than significant. (Draft EIR pp. 4.12-22 through 4.12-25)

Public Airport Noise Impacts. The proposed project site is located approximately 1.5 miles southeast of the MARB. There is potential for single-event noise exposure levels to affect the proposed project. The industrial warehouse distribution land use 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. The City's exterior noise standard for industrial uses is 70 dBA CNEL. MARB noise levels are less than 60 dB CNEL at the project site. Therefore, MARB noise is not a significant source of noise to the project site. As a result, warehouse/distribution uses are considered compatible with the exterior noise level guidelines set forth by the Riverside County Airport Land Use Plan. Based on the Airport Influence Area Map the project site is not within the airport influence area. Since the project site is not located

within the noise contours delineated for this public airport, development and operation of the proposed project would not result in the exposure of people working in the project area to excessive noise levels. Therefore, no impacts associated with this issue would occur. (Draft EIR pp. 4.12-25 and 4.12-26)

Private Airport Noise Impacts. The Perris Valley Airport is located approximately 5.5 miles south of the project site. As identified in the City's General Plan, the project site is not located within the Influence Area established for Perris Valley Airport. Due to the distance away from the project site, people residing or working in the project vicinity would not be exposed to excessive airport noise levels from Perris Valley Airport. Because the level of noise that would be experienced at the project site would be below the threshold of noise that is acceptable, impacts associated with this issue would be less than significant. (Draft EIR p. 4.12-26)

Cumulative Effects. Cumulative noise impacts on the project site associated with roadway noise have been addressed based on 2015 and 2035 traffic volumes. As identified in the preceding analysis, the proposed onsite uses would not be exposed to traffic noise exceeding the City's 70 dBA CNEL noise standard for industrial uses. Traffic noise level increases from the existing baseline condition and the future (2015 and 2035) baseline conditions are attributable to cumulative development projects in the project vicinity and region, and are not as a result of the proposed project. Future roadway noise assessment concludes that there will be no significant roadway noise impacts associated with cumulative and cumulative plus project conditions. Therefore, no significant cumulative noise impacts would occur after implementation of the proposed mitigation measures. (Draft EIR pp. 4.12-28 and 4.12-29)

POPULATION AND HOUSING

Induce Growth. Development of the high-cube logistics warehouse project will create jobs in the local economy. It is estimated that the proposed project may result in approximately 690 new jobs, plus temporary construction jobs. The new employment opportunities resulting from development of the proposed high-cube logistics warehouse uses will improve the City's current jobs-to-housing ratio by providing jobs to local residents. While the place of residence of the persons accepting employment provided by the proposed uses is uncertain, due to the City's projected jobs/housing ratio, it is reasonable to assume and therefore expect that a large percentage of these jobs would be filled by persons already living within the City or project area; therefore, no significant increase in population of the City would result from the development or operation of the proposed project, resulting in a less than significant impact associated with growth inducement. (Draft EIR p. 4.13-4 and 4.13-5)

Displace Substantial Existing Housing Impacts. The proposed project site consists of undeveloped land with no residential structures located within the project limits. The proposed project is consistent with the City's General Plan and zoning land use designations (Specific Plan) and is consistent with the underlying land use defined by the PVCCSP (Light Industrial). Furthermore, the current use on site is undeveloped and vacant land; therefore, no displacement of housing or residents would occur and construction of replacement housing is not required. No impact associated with this issue would occur. (Draft EIR p. 4.13-6)

Displace A Substantial Number Of People. The discussion from 4.13.5.2 is also applicable to this threshold. No housing or people are being displaced because the site is currently vacant. The project would not require a workforce large enough to displace a substantial number of

people. It would not necessitate the construction of replacement housing elsewhere; therefore, no impact associated with this issue would occur. (Draft EIR p. 4.13-6)

Cumulative Effects. The cumulative area for the discussion of population and housing impacts is the City of Perris. The proposed project is consistent with the General Plan, zoning, and PVCCSP land uses for the site. The project would not contribute to population growth and therefore would not result in an increased demand on the current or future housing in the region. The project would not require an influx of new workers who would need to locate temporarily or permanently in the area. Implementation of the proposed project would not result in a cumulatively significant population or housing impact, nor would the proposed use significantly induce growth in areas where growth was not previously anticipated. (Draft EIR p. 4.13-7)

PUBLIC SERVICES

Police. The proposed project would be designed and operated per applicable standards required by the City and RCSD for new development in regard to public safety. In addition, the project would be required to pay development fees used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures. Accordingly, impacts to the environment resulting from new or expanded police facilities would not occur, resulting in a less than significant impact. (Draft EIR p. 4.14-7)

Fire. The proposed project would be designed, constructed, and operated per applicable fire prevention/protection standards established by the RCFD and/or the City, or State. Such requirements may include (but shall not be limited to) provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. The development of the proposed project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, because the proposed project would be required to pay development impact fees to fund future fire facilities and services, impacts associated with fire protection services and facilities would not occur. Accordingly, impacts to the environment resulting from new or expanded fire protection facilities would not occur, resulting in a less than significant impact. (Draft EIR p. 4.14-7)

Schools. No residential development is proposed as part of the proposed project. In addition, the proposed project would not cause a significant increase in the local population that would increase the number of students attending local schools. Since payment of the school impact fees is required of all projects within VVUSD and PESD boundaries, impacts to school services and facilities would not occur. Accordingly, impacts to the environment resulting from new or expanded school facilities would not occur, resulting in a less than significant impact. (Draft EIR p. 4.14-9)

Cumulative Effects. New development within the service areas of the RCSD and RCFD would be required to adhere to conditions established by fire and police service providers, and pay the applicable fees to ensure adequate staffing and equipment levels. Therefore, there would be no cumulative impact on police and fire services in the City. And new school facilities are currently being constructed to accommodate the growth in the local student population. School districts are engaged in planning new facilities in anticipation of future local and regional growth. Each district requires the payment of development fees to provide for new school services and/or facilities as well as applicable fees to ensure adequate staffing and equipment levels of police and fire services in the City. Accordingly, cumulative impacts to the environment resulting from

new or expanded schools, police, and fire protection facilities would not occur, resulting in a less than significant impact.

RECREATION

Increased Use Of Existing Recreational Facilities. The project proposes warehouse uses and street, water, and sewer infrastructure improvements. As a less than significant increase in population would result from the development of the proposed project, no new demand on existing park facilities would occur (see Section 4.13, Population and Housing). Because the proposed project would create a less than significant demand on existing recreational facilities, it would not cause substantial physical deterioration on existing recreational facilities. Therefore, a less than significant impact would occur. (Draft EIR p. 4.15-3)

New Or Physically Altered Recreation And Park Facilities. The City identifies Evans Road and Ramona Expressway as future regional hiking, bicycle, and equestrian trail systems in the General Plan Circulation Element. The proposed project includes channel widening improvements include development of an access/utility road on both sides of the PVSD Channel as well as the regional recreational trail described above. The channel widening improvements and construction of a regional recreational trail along the project's portion of the PVSD Channel are included as part of the project site's development. Because the environmental effects for the proposed project are included as part of the entire analysis of environmental effects in the EIR, the partial construction of the regional recreational trail would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project. For these reasons, impacts associated with construction or expansion of recreational facilities are considered to be less than significant. (Draft EIR p. 4.15-3)

Cumulative Effects. Implementation of the proposed project itself would not increase the use of existing parks and recreation facilities. However, in combination with cumulative projects in the area (which could include residential uses), there would be an increase in use of existing parks and recreation facilities. However, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or payment of in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities. As such, the cumulative impact of build out associated with the implementation of the proposed project when considered with cumulative projects in the area would be less than significant and no mitigation is required. (Draft EIR p. 4.15-4)

TRANSPORTATION AND TRAFFIC

Design Hazards. The project site is approximately 1.5 miles east of the March Air Field and is entirely within Airport Influence Area III of the MIP. As part of the standard process for development within airport Influence Areas for MARB, proposed projects are required to be reviewed by the ALUC for consistency with the ALUP. As a standard condition imposed during ALUC reviews, development located within the boundaries of Influence Area III is required to provide aviation easements. To ensure consistency with the ALUC recommendations is maintained, previously referenced **Mitigation Measures 4.8.6.1A** through **4.8.6.1F** have been identified. Adherence to these measures would ensure the proposed project remains consistent with the General Plan and the ALUC recommendations for MARB. For these reasons,

development that would occur within Airport Influence III of MIP would not include any features that would alter air traffic pattern or the level of air traffic at the MIP; therefore, a less than significant air safety impact would occur and no mitigation is required. (Draft EIR p. 4.16-42) On June 14, 2012, the Riverside County Airport Land Use Commission found the project consistent with the 1984 Riverside County Airport Land Use plan, as applied to the Airport Influence Area of March Air Force Base (new March Air Reserve Base/ March Inland Port. (Attachment A)

Emergency Access. Temporary impacts associated with the construction of infrastructure improvements included as a part this project may temporarily restrict vehicular traffic or cause temporary hazards. The construction of infrastructure would coincide with roadway improvements, which would include road or lane closures as well as the presence of construction workers and equipment on public roads. Construction operations would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road or lane closures. Site-specific activities, such as temporary construction activities, are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of infrastructure as a part of typical conditions of approval, the project would be required to implement measures that would maintain traffic flow and access. In the absence of a roadway design hazard, no impact would occur. (Draft EIR p. 4.16-43)

As with any development, access to and through the project would be required to comply with the required street widths, as determined in the California Building Code (CBC), Master Plan of Streets, and the Uniform Fire Code. Therefore, implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Draft EIR p. 4.16-43)

Alternative Transportation Policies, Plans and Programs. The provision of additional employment options in proximity to existing residential development will reduce vehicle miles traveled; therefore, the proposed project is consistent with City policies encouraging alternative transportation. In the absence of a significant impact related to this issue. (Draft EIR p. 4.16-44)

Freeway Merge/Diverge LOS. As shown in Table 4.16.V, the I-215 ramp merge and diverge areas at Harley Knox Boulevard would operate at LOS D or better during the peak hours under existing 2011 baseline with project traffic conditions. This is considered to be a less than significant impact. (Draft EIR p. 4.16-47)

UTILITIES AND SERVICE SYSTEMS

Wastewater. The industrial uses of the proposed project would result in a connection to the existing sewer system that is ultimately routed to the PVRWRF. Since all wastewater generated in the City is treated by the PVRWRF, the wastewater that would be generated by the proposed industrial uses would be treated by the PVRWRF. Because the PVRWRF is considered to be a POTW, operational discharge flows treated at the PVRWRF would be required to comply with waste discharge requirements contained within the WDRs for the facility. Compliance with condition or permit requirements established by the City, and waste discharge requirements at the PVRWRF would ensure that discharges into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable Santa Ana Regional Water Quality Control Board wastewater treatment requirements. Therefore, no significant impact related to this issue would occur. (Draft EIR p. 4.17-10)

Because capacity exists at the Mills Filtration Plant for the proposed project, no additional expansion of the Mills Filtration Plant would be required. The proposed project would be conditioned to construct all associated water facilities needed to distribute water to the project site. A plan of service would be developed and finalized. Adherence to standard requirements identified by EMWD and the City associated with the design and installation of new water infrastructure and connections to existing water infrastructure would ensure that no significant impacts would result from the construction or operation of the proposed project would occur. Therefore, impacts related to this issue would be less than significant. (Draft EIR p. 4.17-11)

While there is available capacity to handle additional sewage flows resulting from the proposed project, the installation of necessary sewer facilities to connect to the existing facilities are required. Proposed sewer improvements would be installed simultaneously with required roadway frontage improvements for the project site. Therefore, the installation of sewer facilities would not result in substantial disturbance of the environment. Therefore, impacts related to this issue would be less than significant and no mitigation measures would be required. (Draft EIR p. 4.17-11)

Potable Water Supplies. EMWD anticipates water supplies will be available to meet water demand during average year, dry year, and multi-dry year hydrology years. It is anticipated that the majority of water for future development will be supplied by imported water from Metropolitan during single dry years. Typically, Metropolitan does not place imported water limits on a member agency, but predicts the future water demand based on regional growth information. Metropolitan stated in its 2010 RUWMP that with the addition of all water supplies, existing and planned, Metropolitan would have the ability to meet all of its member agencies' projected supplemental demand through 2035, even under a repeat of historic drought scenarios. Since there is existing surplus water supply for the entire project, impacts associated with this issue are less than significant. (Draft EIR p. 4.17-13) A Water Supply Assessment (WSA) obtained for the Project from Eastern Municipal District determined that EMWD has enough supplies to serve the Project. The WSA is set forth in the Draft EIR as Appendix _M.

For industrial warehouse uses, typical sewage generation factors are 20 gallons per day (gpd) for every 1,000 square feet of gross warehouse industrial uses. Based on this generation factor, up to 34,508 gallons (0.035 mgd) of wastewater would be generated from the project site. The additional wastewater treatment demand of 0.015 mgd resulting from development of the project totals approximately 0.30 percent of current surplus treatment capacity. However, as previously identified, improvements planned for the PVRWRF facility would increase capacity at this facility from 18 mgd to 22 mgd by the year 2013 (Phase 1 is anticipated to be in operation by 2012). Ultimate expansion of this facility is expected to be 30 mgd and is scheduled for completion in 2018. Because the amount of wastewater generated would be within the existing surplus treatment capacity at the PVRWRF, there is adequate capacity to serve the proposed project. Therefore, impacts associated with this issue are less than significant. (Draft EIR pp. 4.17-13 and 4.17-14)

Storm Water Drainage. On-site drainage improvements for the project would be adequately sized to route storm water flows generated on-site to the on-site storm water facilities located on the western and eastern perimeters of the site. Similar to what was identified for water and sewer infrastructure improvements, the implementation of the project drainage improvements would occur concurrently with construction of proposed project and the associated roadway frontage improvements on Redlands Avenue, resulting in a less than significant impact. (Draft EIR p. 4.17-15)

Solid Waste. The volume of solid waste generated by the proposed project per day represents approximately 0.0005 percent (5.17 tons/10,000 tons) of the current permitted throughput, and 0.001 percent (5.17 tons/2,881 tons) of the current daily surplus capacity at El Sobrante Landfill. The volume of solid generated by the proposed project per day represents 0.002 percent (5.17 tons/1,956 tons) of the current permitted throughput and 0.001 percent (5.07 tons/4,000 tons), of the current surplus capacity at Badlands Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly impact current operations or the expected lifetime of the landfills serving the project area. For these reasons, impacts to solid waste capacity are considered less than significant. (Draft EIR p. 4.17-15)

The proposed project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and state programs. Recyclable materials that would be recycled by the project include paper products, glass, aluminum, and plastic. Additionally, the proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, state, and federal solid waste disposal standards, thereby ensuring that the solid waste stream to the Badlands and El Sobrante Landfills are reduced in accordance with existing regulations. Impacts are considered less than significant. (Draft EIR p. 4.17-16)

Cumulative Effects.

Water Supply. Imported sources of water will be supplemented by an increase in desalination of brackish groundwater, recycled water use, and water use efficiency. Metropolitan has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. Metropolitan's IRP and RUWMP conclude that with the storage and transfer programs developed by Metropolitan, there will be a reliable source of water to serve its member agencies' needs through 2035. Because the EWMD would have water supplies for projected growth through 2035 in wet, dry, and multiple-dry years, cumulative impacts to water supply would be less than significant. (Draft EIR pp. 4.17-16 and 4.17-7)

Wastewater. Because the proposed project would not require the expansion of existing infrastructure, only connections to existing infrastructure, the contribution of the proposed project would not have a cumulatively significant impact on wastewater infrastructure. By adhering to the wastewater treatment requirements established by the Santa Ana RWQCB through the NPDES permit, wastewater from the project site that is processed through the PVRWRF would meet established standards. As the wastewater from all development within the service area of the PVRWRF would be similarly treated under the NPDES, no cumulatively significant exceedance of Santa Ana RWQCB wastewater treatment requirements would occur. The proposed project would not result in significant impacts to wastewater treatment or wastewater treatment facilities. Because the projected wastewater generation of industrial uses represents approximately 2.9 percent of the average wastewater surplus capacity, and because there are no projects that would, in combination with the proposed industrial uses, result in any significant impact related to wastewater treatment or cause significant environmental effects, no significant cumulative impacts associated with wastewater would occur. (Draft EIR p. 4.17-17)

Drainage. The details of the MDP are unknown at this time. Therefore, like all other projects in the area, the proposed project cannot rely on PVMDP improvements. All projects in the area are required to handle drainage without increasing downstream flows and velocities. Since all projects would similarly be required to control runoff and drainage features, the cumulative increase in development would not create a cumulatively significant increase in runoff. Cumulative development would not exceed the capacity of the planned drainage system. Because the

proposed project would be required to have interim drainage infrastructure in place that would accommodate project related flows as would all cumulative developments in the area, the proposed project would not contribute to a cumulatively significant drainage impact. (Draft EIR pp. 4.17-17 and 4.17-18)

5.2 EFFECTS DETERMINED TO BE MITIGATED TO LESS THAN SIGNIFICANT LEVELS

The City of Perris having reviewed and considered the information contained in the Final EIR, the Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081 (a)(1) and CEQA Guidelines 15091 (a)(1) that changes or alterations have been required in, or incorporated into, the proposed project, which would avoid or substantially lessen to below a level of significance the following potentially significant environmental effects identified in the Final EIR in the following categories:

- Aesthetics (light and glare);
- Air Quality (construction equipment exhaust emissions and fugitive dust);
- Biological Resources (special status species, riparian habitat, and wetlands)
- Cultural Resources (human remains, archaeological, and paleontological resources);
- Geology and Soils (ground shaking, ground failure, expansive soil);
- Climate Change And Greenhouse Gas Emissions (greenhouse gas emissions, and greenhouse gas plan, policy, regulation consistency);
- Hazards and Hazardous Materials (safety hazard near an airport);
- Hydrology And Water Quality (construction-related water quality impacts, operational-related water quality impacts, and 100 year flooding-related impacts);
- Noise (short-term noise and cumulative construction noise impacts);
- Transportation and Traffic (LOS for roads, cumulative LOS for roads).

The potentially significant adverse environmental impacts that can be mitigated are listed below. The City of Perris finds that these potentially significant adverse impacts can be mitigated to a level that is considered less than significant after implementation of mitigation measures identified in the Final EIR.

AESTHETICS

Light and Glare. During project construction, lights may be turned on within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and nearby sensitive receptors (homes located 300 feet to the northeast and 200 feet to the southeast) and motorists on Ramona Expressway, such security lights may cause a significant impact in the form of a nuisance to the residents and glare to motorists (Draft EIR, pp. 4.1-28 through 4.1-34).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts from light and glare have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.1-28 through 4.1-24).

Mitigation Measures:

- 4.1.6.1A** Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that construction staging areas are located in the western portions of the project site and north of Perry Street extended. In addition, any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

AIR QUALITY

Construction Equipment Exhaust Emissions. Implementation of the proposed project could expose sensitive receptors to substantial pollutant concentrations during construction (Draft EIR, pp. 4.3-46 through 4.3-51).

Findings:

- 3. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 4. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to sensitive receptors during construction have been substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.3-46 and 4.3-51).

Mitigation Measures:

- 4.3.6.1A** Prior to the issuance of building permits, the project applicant shall require by contract specifications that architectural coatings require the use of either HVLP spraying equipment with a minimum transfer efficiency of at least 50 percent or manual application techniques to apply architectural coatings. The project designer and contractor shall also reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awning), 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. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City.

- 4.3.6.1B** Prior to the issuance of grading permits, the project applicant shall require by contract specifications that all diesel construction equipment with 50 or more horsepower shall be configured to meet or exceed the EPA Tier 3 emissions standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PURINOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City.
- 4.3.6.1C** The project proponent and its contractors shall ensure that, during construction, site preparation and grading phases do not overlap and that all other construction phases occur after these two construction phases so that construction emissions do not exceed those established by the SCAQMD.
- 4.3.6.1D** The project proponent and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction equipment when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.
- 4.3.6.1E** The project proponent and its contractors shall ensure that, during construction, no diesel-powered generators shall be used to the extent feasible.
- 4.3.6.1F** During construction, ozone precursor emissions from mobile source equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.
- 4.3.6.1G** Grading plans, construction specifications and bid documents shall also include the following notations:
- Prepare and implement a dust control plan for earthmoving equipment;
 - Gravel pads shall be provided at all access points to prevent tracking of mud onto public roads;
 - Install and maintain trackout control devices at all access points where paved and unpaved access or travel routes intersect;
 - Transport of soil materials to, from and within the project limits shall be effectively watered, covered, and filled to no less than six inches of the transport container in accordance with state law;
 - All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
 - Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil;
 - On-site stockpiles of debris, soil, or other potentially windborne materials shall be covered or watered three time a day;

- Prepare and implement a high wind response plan containing enhanced dust control measures when winds exceed 25 miles per hour;
- Provide temporary traffic control personal (flag person) during construction to maintain smooth traffic flow;
- Implement a ride-sharing program encouraging construction crew carpooling and supported by contractor(s) incentives or other inducement;
- Provide construction crew shuttle service to food service establishments and commercial areas;
- The contractor or builder shall designate a person or person(s) to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site;
- The contractor or builder shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The contact person shall take corrective action within 24 hours.

BIOLOGICAL RESOURCES

Special Status Species. Implementation of the proposed project could 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 (Draft EIR, pp. 4.4-24 through 4.4-26).

Findings:

1. **Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessen the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to special status species have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.4-24 through 4.4-26).

Mitigation Measures:

- 4.4.6.3A.1 Any vegetation clearing and ground disturbance within upland areas with the potential to support special status species or protected avian species shall not occur within the typical avian nesting season (March 1 to June 30). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance within upland areas. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffers shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

- 4.4.6.3A.2** Any vegetation clearing and ground disturbance within the Perris Valley Storm Channel should be conducted outside of the nesting season (February 15 to September 15). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance of the Perris Valley Storm Channel. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffers shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.
- 4.4.6.3B** Access to proposed development sites shall be via existing routes, or shall be limited to the minimum extent/length required to provide safe and timely access. Known occupied burrows within the project limits, but outside the proposed development sites shall be avoided.
- 4.4.6.3C** No more than 72 hours prior to initiation of ground-disturbing activities, a pre-construction survey shall be completed by a qualified biologist. The survey will identify (if any) special status avian species within the area of intended disturbance. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, **Mitigation Measure 4.4.6.3E** shall apply.
- 4.4.6.3D** No more than 72 hours prior to initiation of ground-disturbing activities, a pre-construction burrowing owl survey shall be completed by a qualified biologist for the planned disturbance area and a 500-foot (150-meter) buffer area. The pre-construction burrowing owl surveys may be conducted as part of the survey required in **Mitigation Measure 4.4.6.3C**. A report detailing the findings of the pre-construction survey shall be submitted to the City prior to the initiation of ground-disturbing activities. In the event no burrowing owls have been identified within the limits of ground disturbance, no further mitigation is required. In the event burrowing owls are identified within the limits of ground disturbance, **Mitigation Measures 4.4.6.3E** and **4.4.6.3F** shall apply.
- 4.4.6.3E** If nesting special status avian species are determined to occupy a proposed area of disturbance, no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.
- 4.4.6.3F** If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation may be approved following consultation with CDFG and/or USFWS. The installation of one-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens.

Riparian Habitat. Implementation of the proposed project could have a substantial adverse effect on any riparian habitat or other sensitive 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 (Draft EIR, pp. 4.4-19 through 4.4-21).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to riparian habit or other sensitive natural community have been eliminated or substantially lessened to a level of less than significant through implementation of the mitigation measures identified in the EIR (Draft EIR, pp. 4.4-19 through 4.4-21).

Mitigation Measures:

- 4.4.6.1A** Prior to the issuance of grading permits for the affected areas, the project applicant shall provide evidence to the City that a Section 404 Permit from the USACE (pursuant to Section 404 of the CWA), a Section 401 Permit from the RWQCB (pursuant to Section 401 of the CWA), and a Section 1602 Streambed Alteration Agreement from the CDFG (pursuant to Sections 1600-1616 of the California Fish and Game Code) have been obtained for jurisdictional waters on the project site. Compensatory mitigation for riparian/riverine communities will be required in order to obtain permits from the USACE and CDFG. Compensatory mitigation will be provided as part of the 23.1 acres of additional riverine area provided by the proposed project over and above existing conditions, 22.4 acres of which will be earthen-bottomed.
- 4.4.6.1B** Prior to the issuance of grading permits for the affected areas containing the 0.13 acres of riparian habitat within the Lateral B Mitigation Area (see Exhibit 5 from the DBESP Report), the project Applicant and/or its assignee shall create and submit to the Department of Fish and Game a Habitat Mitigation and Monitoring Plan (HMMP) that demonstrates that the riparian habitat temporarily removed by implementation of the project will be replaced at a 1:1 ratio in the same or adjacent location as the 0.13 acres of riparian habitat within the Lateral B Mitigation Area (the "Replacement Area"). The Replacement Area shall consist of the same type of native plant species that are currently found within, or adjacent to, the Replacement Area, or native riparian species typical of such environments in Western Riverside County, such as southern cattail, willow species, mule fat, Mexican rush, and other willow scrub/freshwater marsh plant species.
- 4.4.6.1C** The HMMP shall require that the Applicant and/or its assignee shall ensure that the Replacement Area have an re-planting re-establishment rate of no less than eighty percent by year three following the issuance of grading permits, and a re-establishment rate of no less than one hundred percent by year five following the issuance of grading permits. The HMMP shall be submitted for review and approval by the Department of Fish and Game.

Wetlands. Implementation of the proposed project could have a substantial adverse effect of 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 (Draft EIR, p. 4.4-21 through 4.4-24).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to wetlands through direct removal, filing, hydrological interruption, or other means have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, p. 4.4-21 through 4.4-24).

Mitigation Measures: Previously referenced Mitigation Measure 4.4.6.1A, 4.4.6.1B, and 4.4.6.1C

CULTURAL RESOURCES

Human Remains. Implementation of the proposed project could lead to the disturbance of human remains during grading and earth disturbing activities. (Draft EIR, pp. 4.5-10 and 4.4-11).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

In the unlikely event human remains are discovered during grading or construction activities within the project site, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. The potential impacts to human remains have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR. (Draft EIR 4.5-10 and 4.4-11).

Mitigation Measures:

- 4.5.5.2A** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the area of the find. The project proponent shall be notified by the Project Supervisor or Project Archaeologist of the find and shall then immediately inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner will be permitted to examine the remains.

Statement of Facts and Findings and Statement of Overriding Considerations

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC, which will identify the "Most Likely Descendant" (MLD).¹ Despite affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation with the project proponent and the MLD. In the event that the project proponent and the MLD are in disagreement regarding the disposition of the remains, the City of Perris will be responsible for the final decision based upon input from 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 and the MLD who will notify the project proponent and the City of Perris and a report of findings will be filed with the Eastern Information Center (EIC). The level of documentation pertaining to burials and reburials will be prepared with respect to the traditional practices and requests of the MLD.

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.

Archaeological Resource. Implementation of the proposed project has the potential to impact previously undetected subsurface archaeological resources and cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Draft EIR, pp. 4.5-11 through 4.5-13).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

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.

Facts in Support of Findings:

The potential impacts to archaeological resource have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR pp. 4.5-11 through 4.5-13).

Mitigation Measures:

4.5.6.1A Prior to the initiation of project construction, the project developer shall hire a qualified archaeologist to provide cultural resource monitoring services in all areas of the property that will affect previously undisturbed or “native” soils, including but not limited to mass grading and. 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.

The archaeologist, in consultation with the Native American monitor, shall first locate and stake Site CA-RIV-7758 so it remains undisturbed during grading and construction activities. The staking shall be placed a minimum of 30 feet from the recorded boundary of the site in order to provide a buffer of protection, as depicted upon the final, approved grading plans.

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 archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be responsible for preparing a final Mitigation Monitoring Report documenting all activities, finds, and events that occurred during grading activities. They shall submit a copy to the Eastern Information Center at UC Riverside, the City of Perris, and the Pechanga Tribe. 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.

The project developer shall contact, at least 30-days prior to the issuance of a grading permits, to hire a Native American observer of Luiseño descent to monitor and to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. A copy of a fully executed agreement for monitoring and treatment of cultural resources between the project proponent and the Native American observer shall be submitted to the City prior to the issuance of grading permits. The Native American monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. The Native American observer shall accompany the archaeologist for the duration of the grading phase, which shall include but not be limited to all mass grading and trenching activities extending into “native” soils.

Depending on the nature of the artifacts, the handling will differ. However, it is understood that all artifacts with the exception of human remains and related

grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling. The remainder of the Native American artifact assemblage will be prepared in a manner for curation, and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

Non-Native American artifacts will be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate. Once grading activities have ceased or the archaeologist, in consultation with the Native American monitor, determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

4.5.6.1B The project proponent shall provide evidence that the prehistoric collection recovered during the Phase II Archaeological Testing Program conducted for Site CA-RIV-7758 has been curated at an accredited curation facility.

4.5.6.1C All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

4.5.6.1D If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the developer, the Project Archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code section 21083.2(b), avoidance is the preferred method of preservation for archaeological resources. If the developer, the Project Archaeologist, and the Tribe cannot agree on the significance or the mitigation for such resource7s, these issues will be presented to the City Planning Manager for decision. The City Planning Manager shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under law, the decision of the City Planning Manager shall be appealable to the Planning Commission and/or City Council.

Paleontological Resource. Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Draft EIR, pp. 4.5-14 and 4.5-15).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to paleontological resource have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.5-14 and 4.5-15).

Mitigation Measures:

- 4.5.6.2A** Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on-site soil disturbance activities. The monitoring for paleontological resources shall be conducted during the rough-grading phase or phases of the project. In the event that paleontological resources are unearthed or discovered during excavation, **Mitigation Measure 4.5.6.2C** shall apply. Conversely, if no paleontological resources are unearthed or discovered on site during excavation, no additional action is required.
- 4.5.6.2B** Prior to the issuance of grading permits, a qualified professional paleontologist or his or her representative shall attend the project's pregrade meeting and explain the likelihood for encountering paleontological resources, where these resources may occur, what resources may be discovered, and the PRIMMP methods that will be employed if anything is discovered.
- 4.5.6.2C** During construction excavation, a qualified paleontological monitor shall initially be present on a full-time basis whenever excavation will occur within the sediments that have a high-sensitivity rating and on a spot-check basis in sediments that have a low-sensitivity rating. Monitoring may be reduced to a part-time basis if no resources are being discovered in sediments with a high-sensitivity rating (monitoring reductions and when they occur, will be determined by the qualified professional paleontologist). The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. The monitor shall be empowered to temporarily divert construction equipment away from the immediate area of the discovery. The monitor shall be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, the grading contractor shall consider using heavy equipment on site to assist in the removal and collection of large materials.
- 4.5.6.2D** Recovered specimens shall be prepared to the point of identification and permanent preservation. This includes the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and the storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens. This is best accomplished at a designated laboratory, usually off site, with access to fossil preparation tools, magnifying equipment, storage boxes and vials, and chemical hardeners. Processing of fossils through the lab is best

accomplished concurrently with construction, especially if numerous fossils are being collected.

- 4.5.6.2F** Specimens shall be identified to the lowest taxonomic level possible and curated into an accredited institutional repository with retrievable storage. The repository institutions usually charge a one-time fee based on volume, so removing surplus sediment is important. The repository institution may be a local museum or university that has a curator who can retrieve the specimens on request. The draft curation agreement between the landowner and the curation facility should be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities.
- 4.5.6.2G** A report of findings will be prepared at the conclusion of the project discussing what was found and the significance of the finds.

GEOLOGY AND SOILS

Ground Shaking. Implementation of the proposed project could expose people or property to substantial adverse effects, including a risk of loss, injury, or death involving seismic-related ground shaking (Draft EIR, pp. 4.6-10 and 4.6-11).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts structures due to seismically induced ground shaking have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measure identified in the EIR (Draft EIR, pp. 4.6-10 and 4.6-11).

Mitigation Measure:

- 4.6.6.1A** Prior to the issuance of grading permits, the project proponent shall demonstrate to the City that the siting, design and construction of all structures and facilities within the project limits are in accordance with the recommendations provided in the site-specific Final Geotechnical Investigation and regulations established in the California Building Code. These California Building Codes are specifically designed to ensure structural safety in the event of a seismic event.

Ground Failure. Implementation of the proposed project could expose people or property to substantial adverse effects, including a risk of loss, injury, or death involving seismic-related ground failure and liquefaction (Draft EIR, pp. 4.6-11 and 4.6-12).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts structures due to seismically induced ground failure and liquefaction have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measure identified in the EIR (Draft EIR, pp. 4.6-11 and 4.6-12).

Mitigation Measure: Refer above to Mitigation Measure 4.6.6.1A.

Expansive Soils. Implementation of the proposed project could be located on expansive soil, creating substantial risks to life or property (Draft EIR, p. 4.6-12).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to collapsible soils have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measure identified in the EIR (Draft EIR, p. 4.5-10).

Mitigation Measure: Refer above to Mitigation Measure 4.6.6.1A.

GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions. The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Draft EIR pp. 4.7-22 through 4.7-30).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to greenhouse gases have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measure identified in the EIR (Draft EIR, p. 4.5-10).

Mitigation Measure:

- 4.7.6.1A** Prior to issuance of each building permit associated with the project, building and site plan designs shall ensure that the project's energy efficiencies surpass applicable 2010 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 15 percent, as outlined in the 2010 California "Green" Building Code. Any combination of the following design features may be used to fulfill this requirement provided that the total increase in energy efficiency meets or exceeds 15 percent:
- Exceed 2010 California Title 24 Energy Efficiency Standards by 15 percent for water heating and space heating and cooling.
 - Increase in insulation such that heat transfer and thermal bridging is minimized.
 - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
 - Incorporate dual-paned or other energy efficient windows.
 - Incorporate energy efficient space heating and cooling equipment.
 - Install interior and exterior energy efficient lighting which exceeds the 2010 California Title 24 Energy Efficiency performance standards by 15 percent including but not limited to automatic devices to turn off lights when they are not needed.
 - To the extent that they are compatible with landscaping guidelines established by the City, include shade-producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings, within the project site.
 - Use light and off-white colors in the paint and surface color palette for project buildings to reflect heat away.
 - All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.
 - Use locally produced and/or manufactured building materials for at least 10 percent of the construction materials used for the project.
 - Use "Green Building Materials," such as those materials that are resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 15 percent of the project.
 - Limit unnecessary idling of construction equipment. A reduction in equipment idling would reduce fuel consumption, and therefore, GHG emissions.

Statement of Facts and Findings and Statement of Overriding Considerations

- Maximize the use of electricity from the power grid by replacing diesel- or gasoline-powered equipment. This would reduce GHG emissions because electricity can be produced more efficiently at centralized power plants.
- Design the project building to exceed the California Building Code's (CBC) 2010 Title 24 energy standard by 15 percent, including, but not limited to, any combination of the following:
 - Increase insulation such that heat transfer and thermal bridging is minimized.
 - Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.
 - Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.
- Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping.
- Install efficient lighting and lighting control systems. Use daylight as an integral part of the lighting systems in buildings.
- Install light-colored "cool" roof and cool pavements.
- Install energy-efficient heating and cooling systems, appliances and equipment, and control systems.
- Install solar or light-emitting diodes (LEDs) for outdoor lighting.
- The project applicant shall use less than 3,900 Global Warming Potential (GWP) hydrofluorocarbon (HCF) refrigerants or natural refrigerants (ammonia, propane, carbon dioxide [CO₂]) for refrigeration and fire suppression equipment.
- Provide vegetative or man-made exterior wall shading devices for east-, south-, and west-facing walls with windows.
- Devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures that may be appropriate:
 - Install drought tolerant plants for landscaping.
 - Use reclaimed water for landscape irrigation within the project. Install the infrastructure to deliver and use reclaimed water.
 - Install water-efficient irrigations systems, such as weather-based and soil-moisture-based irrigation controllers and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance.

Provide employee education about reducing waste and available recycling services.

4.7.6.1B

The developer shall install a solar-powered photovoltaic (PV) electrical generation system capable of generating an amount of electricity

equivalent to the amount of electricity to be consumed within the boundaries of the entire development (including electricity consumed in exclusive units and in common areas) at final build out with full occupancy (“Estimated Electrical Use”) for a proto-typical high-cube logistics end user. The developer may install the PV system in phases on a pro-rata square foot basis as each building is completed, or if the PV is to be installed on a single building, all of the PV necessary to supply the Estimated Electrical Use shall be installed within two years (24 months) of the first building that does not include PV receives a certificate of occupancy.

Greenhouse Gas Plan, Policy, Regulation Consistency. Implementation of the proposed project could result in an inconsistency with greenhouse gas emissions policy and regulations (Draft EIR, pp. 4.7-30 and 4.7-31).

Findings:

1. **Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
2. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential project impacts to greenhouse gas emissions have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR and provided in Table 4.7.D (Draft EIR, pp. 4.7-30 and 4.7-31).

Mitigation Measures: Refer above for Mitigation Measures 4.3.6.2A through 4.3.6.2K and 4.7.6.1A and 4.7.6.1B.

Cumulative Impacts. Implementation of the proposed project could result in cumulatively considerable impacts related to greenhouse gas emissions (Draft EIR, pp. 4.7-31 and 4.7-32).

Findings:

3. **Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
4. **The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential cumulative impacts to greenhouse gas emissions have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.7-31 and 4.7-32).

Mitigation Measures: Refer above for Mitigation Measures 4.7.6.1A and 4.7.6.1B

HAZARDS AND HAZARDOUS MATERIALS

Safety Hazard Near an Airport. Implementation of the proposed project would be located be located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the project area (Draft EIR, pp. 4.8-11 and 4.8-12).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to safety hazards near an airport have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.8-11 and 4.8-12).

Mitigation Measures:

- 4.8.6.1A** Prior to recordation of a final map, the issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act for the project site, whichever occurs first, the landowner of the project site shall convey an avigation easement to the MARB/MIP Airport or provide documentation to the City of Perris and the Airport Land Use Commission that such conveyance has previously been recorded.
- 4.8.6.1B** Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal of a lighting plan that any outdoor lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing.
- 4.8.6.1C** Prior to the issuance of building permits for the project, the project proponent shall provide evidence to the City through submittal and agreement of additional conditions of approval that the following uses shall be prohibited on site:
- 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.
 - Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
 - 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.
- 4.8.6.1D** Prior to issuance of building permits for the project, the applicant shall submit a Notice of Proposed Construction of Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,427 feet AMSL and shall have received a determination of “No Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Perris Planning Department and the Riverside County Airport Land Use Commission.
- 4.8.6.1E** Prior to the issuance of occupancy permits for the project, the project proponent shall provide evidence to the City that vegetation proposed for in and around the proposed detention/retention basins does not provide food or cover for bird species that would be incompatible with airport operations.
- 4.8.6.1F** Prior to the transfer of any real property or the finalization of a lease agreement for property associated with the project, the transferor (or leaser) shall provide to the transferee (or lessee), notification required by Condition 4 of the Riverside County Airport Land Use Commission’s consistency determination.

HYDROLOGY AND WATER QUALITY

Construction-Related Water Quality Impacts. Implementation of the proposed project could result in a violation any water quality standards or waste discharge requirements during construction phases of the project in form of increased soil erosion, sedimentation, or stormwater discharges (Draft EIR, p. 4.9-20 through 4.9-22).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to water quality during construction have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, p. 4.9-20 through 4.9-22).

Mitigation Measures:

- 4.9.6.1A** Prior to grading plan approval and the first issuance of a grading permit by the City, the project applicant shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State NPDES General Construction Permit for discharge of stormwater associated with construction activities.
- 4.9.6.1B** Prior to grading plan approval and the first issuance of a grading permit by the City, the project applicant shall submit to the City of Perris, a Storm

Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and nonstructural BMPs to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made when necessary as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to stormwater must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local RWQCB for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

4.9.6.1C

Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that the following provisions have been added to construction contracts for the project:

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

Operational-Related Water Quality Impacts. The proposed project could violate any water quality standards or waste discharge requirements during the operational phases of the project

in the form of increased soil erosion, sedimentation, or urban runoff (Draft EIR pp. 4.9-22 through 4.9-25).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to water quality during operations have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, p. 4.9-22 through 4.9-25).

Mitigation Measures:

- 4.9.6.2A** Prior to grading plan approval and the first issuance of a grading permit by the City, the project applicant shall receive approval from the City of Perris for a Final Water Quality Management Plan (F-WQMP). The F-WQMP shall specifically identify pollution prevention, site design, source control, and treatment control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. BMPs to be implemented in the F-WQMP may include (but shall not be limited to) the following:
- Required landscaped areas shall not use decorative concrete or impervious surfaces.
 - Landscape plans shall incorporate native and drought-tolerant plants, trees, and shrubs. Landscaping shall be maintained weekly and maintenance contractor will properly dispose of all landscape wastes.
 - Irrigation systems shall be inspected monthly by the landscape contractor to check for overwatering, leaks, or excessive runoff to paved areas. Timers will be used to prevent overwatering
 - Signage will be inspected and maintained twice a year for legibility.
 - Outdoor loading/unloading truck docks shall be kept in a clean and orderly condition with weekly inspections, continuous monitoring and immediate clean up of spills.
 - Parking area maintenance shall be swept or vacuumed at least quarterly, if there is any trash or debris in between the routine sweeping, it shall be swept or vacuumed immediately.
 - Trash enclosures will be inspected and maintained weekly or as needed by maintenance contractor.
 - On-site extended detention/sedimentation basins will treat all of the site's runoff via vegetated swales and will be maintained and inspected at least twice a year and prior to October 1.

Statement of Facts and Findings and Statement of Overriding Considerations

- Additional BMPs will be documented in the WQMP and utilized if necessary.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

100 Year Flooding-Related Impacts. The proposed project could place within a 100-year flood hazard area structures that would impeded or redirect flood flows (Draft EIR pp. 4.9-25 and 4.9-26).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts of locating structures within a 100-year flood hazard area to have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, p. 4.9-25 and 4.9-26).

Mitigation Measures:

- 4.9.6.3A** Prior to issuance of grading permits for each phase of the project, the project proponent shall submit evidence to the City that all requirements identified in Chapter 15.09 (Floodplain Management) of the City's Municipal Code have been fulfilled to the City floodplain administrator's satisfaction.
- 4.9.6.3B** Prior to the issuance of grading permits for the project site, the project applicant shall submit to the City supporting evidence of compliance with FEMA CLOMR-F specifications and requirements including the discussion and analysis of fill material placement, elevation changes, and hydromodification impacts.

NOISE

Short-Term Construction Noise Impacts. Implementation of the proposed project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (Draft EIR, p. 4.12-26 and 4.12-27).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**

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

Facts in Support of Findings:

The potential impacts to short-term construction noise have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR, pp. 4.12-26 and 4.12-27).

Mitigation Measures:

- 4.12.6.1A** Prior to the commencement of construction activities associated with the Perris Valley Storm Channel (PVSC) improvements, the project applicant shall provide evidence to the City that a temporary 10-foot high noise barrier is erected between the PVSC construction area and the nearest residences within 300 feet of the PVSC construction area.

TRANSPORTATION AND TRAFFIC

Baseline Impacts to Local Intersections, Opening Year 2015 Impacts to Local Intersections and Roadway Segments, and Horizon Year 2035 Impacts to Local Intersections, Local Roadway Segments, and Freeway Ramp Merge/Diverge Locations.

Implementation of the proposed project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) or exceed, either individually a level of service standard established by the county congestion management agency for the designated roads (Draft EIR, pp. 4.16-47 through 4.16-64).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project, which avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. The effects identified in the EIR have been determined not to be significant.**

Facts in Support of Findings:

The potential impacts to LOS on roads have been eliminated or substantially lessened to a level of less than significant by virtue of the mitigation measures identified in the EIR (Draft EIR pp. 4.16-47 through 4.16-64).

Mitigation Measures:

- 4.16.7.6A** Prior to the issuance of building permits, the project applicant shall participate in the City of Perris Local Mitigation Impact Fee Program and pay the project's fair share for local improvements as outlined in Table 4.16.X. The City shall ensure that the improvements outlined in Table 4.16.X will be constructed pursuant to the timeframe established in the City of Perris Local

Mitigation Impact Fee Program for the identified local improvements, or earlier if necessary to avoid identified significant impacts.

4.16.7.6B Prior to the issuance of building permits, the project applicant shall participate in the City of Perris' Development Impact Fee Program and contribute towards the project's share for Development Impact Fee Program improvements as outlined in Table 4.16.X. The City shall ensure that the improvements outlined in Table 4.16.X will be constructed pursuant to the timeframe established by the City of Perris Development Impact Fee Program, or earlier if necessary to avoid identified significant impacts.

4.16.7.6C Prior to the issuance of building permits, the project applicant shall pay the North Perris Road and Bridge Benefit District fees and contribute toward the project's share for North Perris Road and Bridge Benefit District improvements as outlined in Table 4.16.X. The City shall ensure that the improvements outlined in Table 4.16.X will be constructed pursuant to the North Perris Road and Bridge Benefit District, or earlier if necessary to avoid identified significant impacts.

4.16.7.6D Prior to issuance of occupancy permits, the project applicant shall have constructed the on-site roadway improvements outlined below.

- Construct Redlands Avenue at its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Driveway 2/Harley Knox Boulevard and the southern project boundary consistent with the Perris Valley Commerce Center Specific Plan and the City of Perris General Plan Circulation Element. The conceptual striping plan prepared for the proposed project shows two travel lanes in both the northbound and southbound directions of travel on Redlands Avenue, with a raised median from Harley Knox Boulevard/Driveway 2 to the south. The right-in/right-out access restrictions proposed at Driveways 4 and 6 would be maintained by the presence of a raised median, prohibiting left turns in and left turns out.
- Construct Redlands Avenue at its ultimate half-section width as a Major Collector (78-foot right-of-way) between Driveway 1 and Driveway 2/Harley Knox Boulevard consistent with the Perris Valley Commerce Center Specific Plan and the City of Perris General Plan Circulation Element.

4.16.7.6E Prior to issuance of occupancy permits, the project applicant shall have constructed the site access roadway improvements outlined below.

- Redlands Avenue at Driveway 1: Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - Northbound Approach: One right-turn lane.
 - Southbound Approach: N/A
 - Eastbound Approach: N/A
 - Westbound Approach: One left-turn lane.

Statement of Facts and Findings and Statement of Overriding Considerations

- Redlands Avenue at Driveway 2/Harley Knox Boulevard: Install a traffic signal and construct the intersection with the following intersection geometrics:
 - Northbound Approach: One left-turn lane, one through lane and one right-turn lane.
 - Southbound Approach: One left-turn lane and one shared through/right-turn lane.
 - Eastbound Approach: One left-turn lane, one through lane, and one right-turn lane with overlap phasing.
 - Westbound Approach: One left-turn lane and one shared through/right-turn lane.
- Redlands Avenue at Driveway 3: Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - Northbound Approach: One through lane and one shared through/right-turn lane.
 - Southbound Approach: One left-turn lane and one through lane.
 - Eastbound Approach: N/A
 - Westbound Approach: One shared left-turn/right-turn lane.
- Redlands Avenue at Driveway 4: Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - Northbound Approach: One through lane and one shared through/right-turn lane.
 - Southbound Approach: One through lane.
 - Eastbound Approach: N/A
 - Westbound Approach: One right-turn lane.
- Redlands Avenue at Driveway 5: Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - Northbound Approach: One through lane and one shared through/right-turn lane.
 - Southbound Approach: One left-turn lane and one through lane.
 - Eastbound Approach: N/A
 - Westbound Approach: One left-turn lane and one right-turn lane.
- Redlands Avenue at Driveway 6: Install a stop control on the westbound approach and construct the intersection with the following geometrics:
 - Northbound Approach: One through lane and one shared through/right-turn lane.

Statement of Facts and Findings and Statement of Overriding Considerations

- Southbound Approach: One through lane.
 - Eastbound Approach: N/A
 - Westbound Approach: One right-turn lane.
 - On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.
 - Sight distance at each project access point should be reviewed with respect to standard Caltrans, City of Perris, and Perris Valley Commerce Center Specific Plan sight distance standards at the time of preparation of final grading, landscape and street improvement plans.
- 4.16.7.6F** Prior to issuance of occupancy permits, the project applicant shall construct the truck access roadway improvements outlined below. Truck turning templates shall be utilized at the project driveways to ensure that each project access point is designed to support the ingress and egress of heavy vehicles to and from the site.
- Redlands Avenue at Driveway 1: Construct a curb radius of 50 feet on the northeast and southeast corners to accommodate the ingress and egress of a truck with a 67-foot wheelbase (WB-67).
 - Redlands Avenue at Driveway 2/Harley Knox Boulevard: Construct a curb radius of 50 feet on the southwest, northeast, and southeast corners and a curb radius of 35 feet on the northwest corner to accommodate the ingress and egress of a WB-67 truck.
 - Redlands Avenue at Driveway 3: Construct a curb radius of 50 feet on the northeast and southeast corners appears to accommodate the ingress and egress of a WB-67 truck.
 - Redlands Avenue at Driveway 4: Construct a curb radius of 50 feet on the northeast and southeast corners to accommodate the ingress and egress of a WB-67 truck.
 - Redlands Avenue at Driveway 5/Markham Street: Construct a curb radius of 50 feet on the northeast and southeast corners to accommodate the ingress and egress of a WB-67 truck.
 - Redlands Avenue at Driveway 6: Construct a curb radius of 50 feet on the northeast and southeast corners to accommodate the ingress and egress of a WB-67 truck.
- 4.16.7.6G** Prior to issuance of occupancy permits, the project applicant shall construct a right-turn overlap for the southbound right-turn movement at the Evans Road/Ramona Expressway intersection.
- 4.16.7.6H** Prior to issuance of occupancy permits, the project shall construct curb and gutter improvements and sidewalks along the project frontage on Redlands Avenue.
- 4.16.7.6I** City shall participate in a multi-jurisdictional effort with Caltrans and other neighboring jurisdictions to develop a study to identify fair-share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the

City of Perris improvements to I-215 that would be necessary to mitigate the cumulative impacts to less than significant levels. The study shall include fair-share contributions related to private and/or public development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code Section 66000 et. seq.) and California Code of Regulations Section 15126.4(a)(4) and, to this end, the study shall recognize the statewide and regional contributions to impacts to I-215 that are not attributable to local development, such that local, private, and public development are not paying in excess of such developments' fair-share obligations. The fee study shall also be compliant with Government Code Section 66001(g) and any other applicable provisions of law. The study shall set forth a timeline and other agreed-upon relevant criteria for implementation of the recommendations contained within the study to the extent the other agencies agree to participate in the fee study.

- 4.16.7.6J** The Traffic Study has identified a cumulative impact at the I-215 Southbound off-ramp (diverge ramp junction) at Harley Knox Boulevard under Horizon Year (2035) traffic conditions, with or without the project. All other freeway mainline segments and freeway ramp merge/diverge junctions were determined to be fully mitigated with the improvements defined in the PSR for the I-215 North Project. Although the project's contribution to traffic on this off-ramp merge/diverge location will not cause degradation to LOS F, the project will nevertheless contribute to cumulative congestion on this facility. In order to mitigate this cumulative impact, the proposed project shall contribute toward the addition of a second lane on the I-215 southbound off-ramp at Harley Knox Boulevard, which would include an auxiliary lane on I-215 southbound, north of the Harley Knox Boulevard off-ramp. Based on an estimated cost of \$596,212 to construct this improvement and the project's fair-share percentage of total new traffic (a.m. peak hour = 5.3%; p.m. peak hour = 4.0%), the project's fair-share contribution is \$31,624. The project applicant shall pay \$31,624 to the City as its fair-share contribution to its cumulative impacts to the I-215 southbound off-ramp at Harley Knox Boulevard. City shall hold Developer's Fair Share Contribution in trust and shall apply Developer's Fair Share Contribution to any fee program adopted or agreed upon by the City and Caltrans as a result of Mitigation Measure 4.16.7.6I.

5.3 ENVIRONMENTAL EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS

The City of Perris, having reviewed and considered the information contained in the Final EIR, Technical Appendices and the administrative record, finds, pursuant to California Public Resources Code 21081 (a)(3) and CEQA Guidelines 15091 (a)(3), that specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures identified in the Final EIR and, therefore, the project would cause significant unavoidable impacts in the categories of:

AIR QUALITY

- Long-Term Operational Emissions
- Cumulative Criteria Pollutants Impact for NO_x

TRANSPORTATION AND TRAFFIC

- Cumulative LOS for State-Controlled Highways

AIR QUALITY

Long-Term Operational Emissions. Implementation of the proposed project could violate air quality standard or contribute substantially to an existing or projected air quality violation (Draft EIR, pp. 4.3-51 through 4.3-53).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with long-term operational emissions from implementation of the Stratford Ranch Industrial project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the EIR, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: Mobile source emissions would come from vehicular emissions from automobiles and trucks traveling to and from the site and from landscape maintenance equipment used to maintain the site. The increase of all criteria pollutants as a result of the proposed project would be less than the corresponding SCAQMD daily emission thresholds except for NO_x. This exceedance is due to the diesel-powered trucks operating with the project. (Draft EIR, pp. 4.3-51 through 4.3-53).

Mitigation Measures:

- 4.3.6.2A** The proposed project proponent and its contractors shall ensure that any project buildings designed to accommodate refrigerated storage shall provide electrical connections for a majority of the trailer spaces.
- 4.3.6.2B** The proposed project proponent and its contractors shall ensure that all project buildings shall be designed to exceed current Title 24 requirements by fifteen percent (15%). This can be achieved by the developer, at its discretion, through insulation methods, lighting efficiencies and/or use of solar power.
- 4.3.6.2C** The proposed project proponent and its contractors shall ensure that all project buildings shall include solar water heaters.
- 4.3.6.2D** The proposed project proponent and its contractors shall ensure that all project buildings shall be designed for passive heating and cooling, and shall include natural light. Features designed to achieve this shall include the proper placement of windings, overhangs and skylights.
- 4.3.6.2E** The proposed project proponent and its contractors shall ensure that all building tenants shall utilize only electric yard trucks (hostlers), pallet jacks, forklifts, and other onsite equipment. Electric-powered equipment shall also be required instead of gasoline-powered equipment, if technically feasible.

- 4.3.6.2F** The proposed project proponent and its contractors shall ensure that passenger vehicle parking for each building shall contain no less than five (5) preferential parking spaces for electric and/or natural gas vehicles.
- 4.3.6.2G** The proposed project proponent and its contractors shall ensure that all building tenants and their contractors shall utilize electric equipment for landscape maintenance.
- 4.3.6.2H** The proposed project proponent and its contractors shall ensure that outdoor lighting for the project buildings shall be compatible with “Dark Sky” specifications. The facility operator shall ensure that onsite staff in charge of monitoring for excess idling will be trained/certified in diesel health effects and technologies (eg., by requiring attendance at CARB approved courses such as the free, one day, Course #512).
- 4.3.6.2I** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- 4.3.6.2J** The project site plan shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits.
- 4.3.6.2K** Each office area shall be equipped with showers and lockers for employees who bicycle or walk to work.
- 4.3.6.2L** Upon occupancy, the facility operator shall require tenants that do not already operate 2007 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, or other similar funds. If awarded, the tenant shall be required to accept and use the funding.
- 4.3.6.2M** The project proponent shall work with the City and install trailblazer signage along Harley Knox Boulevard and Redlands Avenue, to encourage use of truck routes as opposed to use of residential streets.
- 4.3.6.2N** Final project design and construction plans shall specify unrefrigerated warehouse use.

Cumulative Criteria Pollutants Impacts. Implementation of the proposed project could result in cumulatively considerable impact related to criteria pollutant (Draft EIR, p. 4.3-53 and 4.3-54).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with cumulative criteria pollutants and have been reduced to the extent feasible. However, after implementation of the General Plan goals and policies, and mitigation measures contained in the EIR, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: New development under the proposed project, combined with other anticipated future development in the region would contribute to a cumulative annual increase in regional air pollutant emissions. Draft EIR **Table 4.3.O, Long Term Regional Operational Emissions** depicts the estimated operational emissions associated with the

proposed development. As shown in **Table 4.3.O, Long Term Regional Operational Emissions**, the emissions from the development exceed the SCAQMD thresholds for NO_x resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis. Therefore, the cumulative operational emissions associated with the proposed project are significant on a program level (Draft EIR, pp. 4.3-53 and 4.3-54).

Mitigation Measures: Refer above for Mitigation Measures 4.3.6.2A – 4.3.6.2K (Draft EIR, pp. 4.3-52 and 4.3-53).

TRANSPORTATION AND TRAFFIC

Cumulative LOS for Highways. Implementation of the proposed project could result in cumulative impacts related to I-215 under long-range (2035) conditions. (Draft EIR, pp. 4.16-69 and 4.16-70).

Findings:

- 1. Changes or alterations have been required in, or incorporated into, the Stratford Ranch Industrial project that avoids or substantially lessens the significant environmental effect as identified in the EIR.**
- 2. Impacts associated with LOS for highways from implementation of the Stratford Ranch Industrial project have been reduced to the extent feasible. However, the impacts would constitute a significant and unavoidable impact.**

Facts in Support of Findings: The Stratford Ranch Industrial project EIR determined that even with the contemplated improvements, all segments of I-215 through the City of Perris will operate at LOS F in the A.M. Peak Hour and LOS E in the P.M. Peak Hour by the year 2035 and that this level of service represents a significant unavoidable adverse impact (Draft EIR, pp. 4.-16-69 and 4.16-70).

Mitigation Measures: Refer above for Mitigation Measures 4.16.7.6I and 4.16.7.6J (Draft EIR p. 4.16-69)

5.4 ALTERNATIVES TO THE PROPOSED PROJECT

The Draft EIR addresses the environmental effects of alternatives to the proposed project. A description of these alternatives, a comparison of their environmental impacts to the proposed project, and the City's findings are listed below. These alternatives are compared against the project relative to the identified project impacts, summarized in Section 5.2 and Section 5.3, above, to the project objectives, as stated in Section 3.0 Project Description, Stratford Ranch Industrial Draft EIR.

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

**ALTERNATIVE ONE:
NO PROJECT/NO BUILD ALTERNATIVE**

The No Build Alternative would result in no development within the project limits. No ground-disturbing activities would take place, nor would any form of structure or facility be erected. Impacts associated with this Alternative, when compared to the proposed project, would not occur. In the absence of development, no impacts would occur and this Alternative would be the environmentally superior alternative. However, disallowing development of the site, as suggested by this alternative, would not fulfill the primary objectives of the proposed project. Retention of the project site in its current condition would not expand employment opportunities to residents of the City. Retaining the site in its current undeveloped condition would not generate the revenue (e.g., property tax) that could augment the City's current revenue stream. (Draft EIR, p. 6-11).

Findings:

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

Facts in Support of Findings: The No Build Alternative would eliminate the significant unavoidable air quality and transportation/traffic impacts. Additionally, due to the area's relatively flat terrain and the lack of regional drainage infrastructure, flooding would continue in both major and minor storm events. With no development, regional drainage infrastructure improvements to the PVSC will not be constructed. (Draft EIR, pp. 6-12 and 6-13, **Table 6.B: Comparison of Alternative 1 to the Project Objectives Matrix**; p 6-28, **Table 6.M: Comparison of Alternatives to the Proposed Project**)

Overall, the No Build Alternative would not meet the objectives established for the proposed project. The purpose of the project is to create a high employment form of development, reduce the high unemployment in the City and vicinity, provide the City with long-term tax-based revenue, and construct regional flood protection facilities (Draft EIR, p. 3-13 to 3-14).

**ALTERNATIVE TWO:
REDUCED INTENSITY ALTERNATIVE**

The Reduced Intensity Warehouse Alternative would result on the development of one high-cube logistics warehouse building covering approximately 360,000 square feet on the 79.23-net acre warehouse site. The reduction in building area would reduce the alternative's NO_x operational emissions to below the SCAQMD regional threshold for NO_x operational emissions. Under this alternative, the proposed warehouse uses would represent a net decrease of approximately 79 percent compared to the proposed project. The existing SP General Plan designation and SP zoning would be retained as well as the Specific Plan-Light Industrial land use designation of the PVCCSP. Improvements to the PVSC and Lateral D would not occur (Draft EIR, pp. 6-13).

Findings:

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

Facts in Support of Findings: Overall, the Reduced Intensity Warehouse Alternative would meet many of the objectives established for the proposed project. However, the Reduced Intensity Warehouse Alternative would result in substantially fewer jobs, and would therefore not meet three employment related project objectives. In addition, the Alternative would not result in the efficient use of the site and would not construct the regional flood control improvements to the PVSC. (Draft EIR, pp. 6-18 and 6-19, **Table 6.I: Comparison of Alternative 2 to the Project Objectives Matrix**).

Under the Reduced Intensity Alternative, impacts related to short-term construction-related air quality would be similar to the proposed project as the same amount of land would be disturbed and the same mix of equipment would be utilized. Long-term operational-related air quality impacts would be reduced in magnitude when compared to the project and would be reduced to a less than significant level. The decrease in warehouse uses would result in a reduction of permanent jobs that would be created. This alternative would have a reduced demand on public services and utilities and service systems. However, similar to the proposed project, the payment of fees and adherence to utility requirements would reduce these impacts to a less than significant level. Because of the decrease in vehicle trips achieved under this alternative, impacts to the operation of local roadways and intersections would be proportionally reduced from what was identified for the proposed project; however, long-term cumulative traffic impacts to state transportation facilities (i.e., I-215) would remain significant and unavoidable. Construction-related noise would be mitigated in a similar manner as the proposed project and would remain less than significant. Water use for this alternative would be less than the proposed project and would generate less wastewater and solid waste. This Alternative would be environmentally superior to the proposed project. (Draft EIR, pp. 6-18 and 6-28 through 6-30; p 6-28, **Table 6.M: Comparison of Alternatives to the Proposed Project**)

ALTERNATIVE THREE: HIGH-CUBE WAREHOUSE/HARLEY KNOX BOULEVARD ALTERNATIVE

This Alternative consists of the development of the 79 net-acre project site with approximately 1,712,880 square feet of logistics warehouse uses, similar to the proposed project. However, the proposal to remove Harley Knox Boulevard between Redlands Avenue and the PVSC from the Circulation Element of the General Plan Amendment and the PVCCSP would not be included. Improvements to the PVSC and Lateral D would not occur (Draft EIR, pp. 6-19 and 6-20).

Findings:

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

Facts in Support of Findings:

With the Harley Knox Boulevard Alternative, impacts related to air quality and traffic would be similar to those identified with the proposed project. Long-term air quality operational impacts under this alternative would remain significant and unavoidable and would result in similar conditions as identified for the proposed project. Operational traffic would result in increased traffic on existing roadways and may impact existing intersection's level of service within the area. This alternative would require the same amount of water as the proposed project and would generate the same amount of wastewater and solid waste when compared to the proposed project. Similar to the proposed project, adherence to utility requirements would reduce these impacts to a less than significant level. This Alternative would meet the majority of the project's objectives with the exception of the implementing drainage improvements to the PVSC and the PVSC Line D that advance the goals of the City's and County of Riverside's Master Drainage Plans. This alternative has been rejected because it would not satisfy the basic City objectives for development of the project site (Draft EIR, pp. 6-22 and 6-23, **Table 6.J: Comparison of Alternative 3 to the Project Objectives**; p 6-28, **Table 6.M: Comparison of Alternatives to the Proposed Project**).

ALTERNATIVE FOUR: OFF-SITE LOCATION ALTERNATIVE

This Alternative would result in the same intensity of development of approximately 1,712,880 square feet of warehouse uses on approximately 73 acres. The alternative project site identified by the City is bounded by Nance Street to the north, Patterson Avenue to the west, Nevada Avenue to the east, and W. Markham to the south. The off-site location is approximately 1.5 miles west of the project site and is within the same PVCCSP as the proposed project. As identified in the PVCCSP, the off-site location is designated Light Industrial and General Industrial, land use designations that permit high-cube logistics warehouse uses. These two zones provide for light industrial uses, and specifically warehouse and distribution uses. This alternative off-site property is not owned or under the control of the applicant. Development of this site may require soil import, inherently increasing impacts from air pollution emissions during construction. Improvements to the PVSC and Lateral D would not occur. (Draft EIR, pp. 6-19 and 6-20; p 6-28, **Table 6.M: Comparison of Alternatives to the Proposed Project**).

Findings:

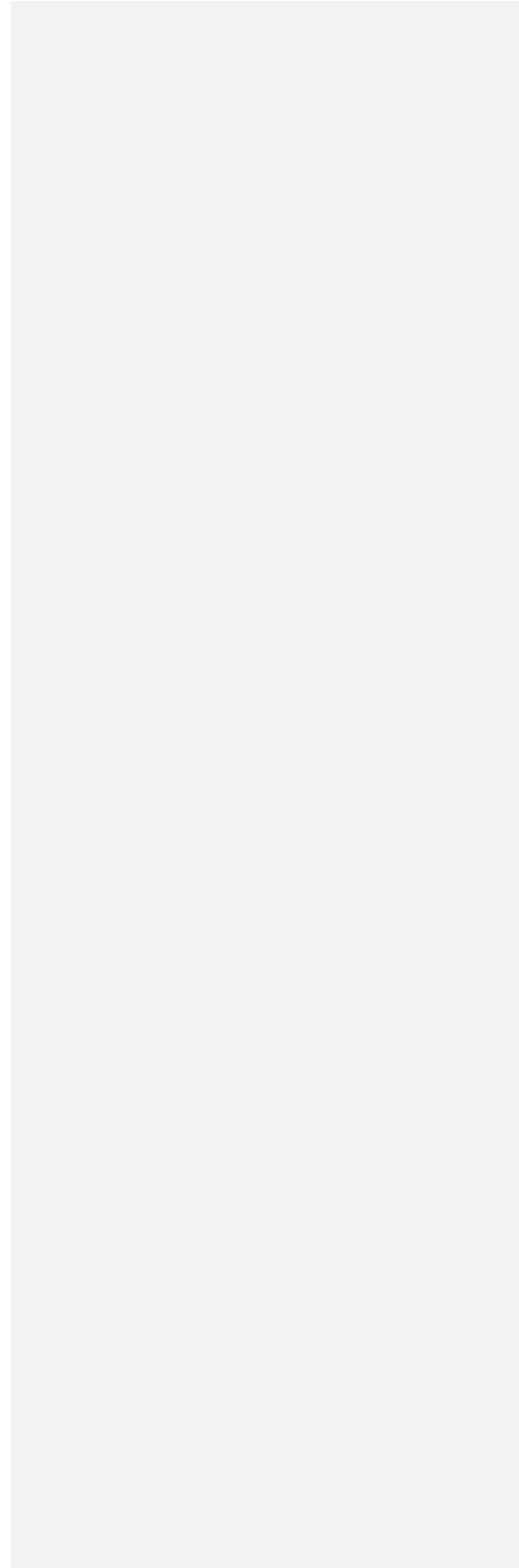
- 1. The findings of the proposed project set forth in this document and the overriding social, economic and other issues set forth in the Statement of Overriding Considerations provide support for the proposed project and the elimination of this alternative from further consideration.**

Facts in Support of Findings:

With the Off-Site Location Alternative, impacts related to air quality and traffic impacts would be similar to those identified with the proposed project. Long-term air quality operational impacts under this alternative would remain significant and unavoidable and would result in similar conditions as identified for the proposed project. Operational traffic would result in increased traffic on existing roadways and may impact existing intersection's level of service within the area. This alternative would require the same amount of water as the proposed project and would generate the same amount of wastewater and solid waste when compared to the proposed project. Similar to the proposed project, adherence to utility requirements would reduce these impacts to a less than significant level. As indicated in Table 6.L the Off-Site Alternative would meet the majority of the project's objectives with the exception of

Statement of Facts and Findings and Statement of Overriding Considerations

implementing drainage improvements to the PVSC and the PVSC Line D that advance the goals of the City's and County of Riverside's Master Drainage Plans (Draft EIR, pp. 6-26 and 6-27, **Table 6.L: Comparison of Alternative 3 to the Project Objectives**; p 6-28, **Table 6.M: Comparison of Alternatives to the Proposed Project**).



6.0 CERTIFICATION OF THE FINAL EIR

The City Council declares that no new significant information as defined by the CEQA Guidelines, Section 15088.5, has been received by the Council after circulation of the EIR that would require recirculation.

The City Council certifies the EIR based on the following findings and conclusions:

6.1 FINDINGS

The project would have the potential for creating significant adverse impacts. These significant adverse environmental impacts have been identified in the EIR and will require mitigation as set forth in the Findings. Significant adverse impacts which cannot be mitigated to a level of insignificance after mitigation include land use and planning and air quality.

6.2 CONCLUSIONS

1. Except as to those impacts stated above relating to air quality and transportation/traffic, all other significant environmental impacts from the implementation of the proposed project have been identified in the EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance.
2. Alternatives to the proposed project, which could potentially achieve the basic objectives of the proposed project, have been considered and rejected in favor of the proposed project.
3. Environmental, economic, social, and other considerations and benefits derived from the development of the proposed project override and make infeasible any alternatives to the proposed project or further mitigation measures beyond those incorporated into the proposed project.

7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

7.1 INTRODUCTION

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

- a) CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Final EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the CEQA Guidelines.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the CEQA Guidelines).

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

7.2 SIGNIFICANT UNAVOIDABLE IMPACTS

Although all potential project impacts have been substantially avoided or mitigated as described in the preceding findings, there is no complete mitigation for the following project impacts:

- Air Quality: Long-Term Operational Emissions
- Air Quality: Cumulative Criteria Pollutant Impact
- Transportation and Traffic: Cumulative LOS for Highways

Details of these significant unavoidable adverse impacts were discussed in the Program EIR and are summarized, or were otherwise provided in Section 5.3, Environmental Effects Which Remain Significant and Unavoidable After Mitigation and Findings, in the Statement of Facts and Findings.

7.3 OVERRIDING CONSIDERATIONS

To the extent that the significant effects of the project are not avoided or substantially lessened to below a level of significance, the City Council, having reviewed and considered the information contained in the Stratford Ranch Industrial EIR and the public record, and having considered the *Stratford Ranch Industrial Development: Fiscal & Economic Impact*² report (see Attachment B to these Facts, Findings, and Statement of Overriding Considerations), and having balanced the benefits of the project against the unavoidable effects which remain, finds that such unmitigated effects to be acceptable in view of the following overriding considerations. The City Council finds that any one of these project benefits standing alone would sufficient to sustain the Statement of Overriding Considerations.

1. The City of Perris finds that all feasible mitigation measures have been imposed to lessen project impacts to less than significant levels; and furthermore, that alternatives to the project are infeasible because while they have similar or less environmental impacts, they do not provide the benefits of the project, or are otherwise socially or economically infeasible when compared to the project, as described in the Statement of Facts and Findings.
2. The Stratford Ranch Industrial Project is consistent with and will contribute to achieving the goals and objectives established by the General Plan and the Perris Valley Commerce Center Specific Plan (PVCC SP). Implementing the City's General Plan as a policy is a legal and social prerogative of the City.
3. The Stratford Ranch Industrial Project will create maximum employment-generating opportunities for the citizens of Perris and surrounding communities. Development and construction of the site will create both temporary on-site jobs as well as indirectly support local and regional jobs. Additionally, construction spending will create a one-time stimulus to the local and regional economies.
4. The Stratford Ranch Industrial Project will contribute towards maximizing employment opportunities within the City to improve the jobs-housing balance and to reduce systemic unemployment within the City.
5. The Stratford Ranch Industrial Project will create approximately 685 new on-site jobs.
6. The Stratford Ranch Industrial Project will ultimately spur the creation of both local and regional jobs, and there will be additional output and earnings to the local and regional economies.
7. The Stratford Ranch Industrial Project will indirectly support 841 local and 1066 regional jobs and add an additional \$27.1 million to the local economy and \$34.3 million to the regional economy. Additionally, local earnings will increase by \$9 million and regional earnings will increase by \$11.4 million.
8. The Stratford Ranch Industrial Project will provide infrastructure improvements required to meet project and vicinity needs in an efficient and cost effective manner.

² *Stratford Ranch Industrial Development: Fiscal & Economic Impact*, Andrew Chang & Company, LLC, September 2012.

Statement of Facts and Findings and Statement of Overriding Considerations

9. The Stratford Ranch Industrial Project will provide a maximum employment-generating, high-quality, large-scale, high cube-logistics warehouse development to provide jobs for residents at a variety of income levels.
10. The Stratford Ranch Industrial Project will provide new development that will assist the City in obtaining fiscal balance in the years and decades ahead. Once construction is completed, the facility will annually generate \$216,500 in additional City revenue. This increased revenue from the development will be driven by indirect sales tax, property tax, and business license fees. After ten years the Project will create approximately \$2.2 million in additional City revenue.
11. The Stratford Ranch Industrial Project will implement drainage improvements to the PVSC and the PVSC Line D that advance the goals of the City's and County of Riverside's Master Drainage Plans.

Although significant impacts will remain, the City of Perris will mitigate any significant adverse impacts to air quality and transportation/traffic to the maximum extent practicable. In its decision to approve the project, the City Council of Perris has considered the project benefits to outweigh the environmental impacts.