

CHAPTER 4

Cumulative Impacts

4.1 CEQA Analysis Requirements

A cumulative impact is created as a result of the combination of the project evaluated in an Environmental Impact Report (EIR) together with other projects causing related impacts. The California Environmental Quality Act (CEQA) Guidelines require that EIRs discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, present, and probable future projects.¹ According to CEQA Guidelines Section 15130(a) and (b), the purpose of this section is to provide a discussion of significant cumulative impacts which reflects "the severity of the impacts and their likelihood of occurrence." The CEQA Guidelines indicate that the discussion of cumulative impacts should include:

- Either: (a), a list of past, present, and probable future projects producing related or cumulative impacts; or (b), a summary of projections contained in an adopted general plan or similar document, or in an adopted or certified environmental document, which described or evaluated conditions contributing to a cumulative impact
- A discussion of the geographic scope of the area affected by the cumulative effect
- A summary of expected environmental effects to be produced by these projects
- Reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects

The analysis of cumulative effects in this chapter focuses on the effects of concurrent construction of the proposed project with other spatially and temporally proximate projects. As such, this analysis relies on a list of projects that have the potential to contribute to cumulative impacts in the project area.

4.2 Related Projects

This analysis considers the impacts of the Perris Dam Emergency Release Facility Project in combination with potential environmental effects of other projects in the project area. "Other projects," also referred to as "cumulative projects," include recently completed projects, projects

¹ CEQA Guidelines Section 15130.

currently under construction, and future projects currently in development. The potential for projects to have a cumulative impact depends on both geographic location and project schedule.

4.2.1 Geographic Scope

The geographic area affected by cumulative projects varies depending on the environmental topic. For example, construction noise impacts would be limited to areas directly affected by construction noise, whereas the area affected by a project's air emissions generally includes the entire air basin, and impacts associated with aesthetics would include the affected viewshed.

The proposed project is located in western Riverside County. The project site would be within the unincorporated area of Riverside County and the city of Perris. This chapter considers the potential cumulative effects of the project in combination with development projects occurring in these areas and in the wider scope of coverage, including Moreno Valley, which is approximately 1 mile north of the project site.

4.2.2 Project Timing

As noted, projects considered in this analysis include those that have recently been completed, are currently under construction, or are in the planning stages. A project's schedule is particularly relevant to the consideration of cumulative construction-related impacts because construction impacts tend to be relatively short-term. However, for probable future projects, construction schedules are often broadly estimated and can be subject to change. Although the timing of the probable future projects described in Section 4.2.4 are likely to fluctuate because of schedule changes or other unknown factors, this analysis assumes these projects would be implemented concurrently with construction of the Perris Dam Emergency Release Facility Project, between 2016 and 2019.

4.2.3 Type of Projects Considered

As described in Chapter 3 of this EIR, the majority of impacts associated with implementation of the proposed project are short-term and related to construction, rather than long-term and related to operation. Therefore, the project could contribute to cumulative effects when considered in combination with impacts of other construction projects in the project area. For this analysis, other past, present, and reasonably-foreseeable future construction projects, particularly other infrastructure and commercial projects, in the area have been identified. Long-term cumulative impacts of the project in conjunction with the other projects in the area are assessed as well.

4.2.4 Description of Cumulative Projects

Table 4-1 lists current and proposed projects that could potentially contribute to similar cumulative impacts within the project area. In addition to the projects listed in Table 4-1, additional development that has not been identified as of this time could occur within the project area, as planned by the County of Riverside, the City of Perris, and the City of Moreno Valley.

**TABLE 4-1
PLANNED AND APPROVED PROJECTS IN THE PROJECT AREA**

Planning Jurisdiction	Project	Project Status/ Construction Dates	Location
Department of Water Resources	Perris Dam Remediation Project	Construction began 2014	Perris SRA
City of Perris	Proposal to develop a commercially zoned 1.43-acre parcel with a 12,406-square-foot single-story retail building	Posted 11/05/12	4th Street, west of Park Avenue
	Development of a high-cube logistics warehouse totaling up to 1,712,880 square feet on approximately 91 gross acres and a General Plan and Specific Plan amendment to remove a section of Harley Knox Blvd	Approved 12/6/2012	Southeast corner of Redlands Avenue (extended) and the Perris Valley Storm Channel (PVSC) Lateral B
	Convenience Store (7-Eleven) and Fueling Station	Initial Study/MND submitted July 17, 2013	Southeast Corner of 4th Street and Wilerson Avenue
	Pelican Industrial Project, construction and operation of up to 600,000 gross square feet (gsf) of light industrial/warehouse uses	Final EIR October 2013	Unimproved Markham Street and Redlands Avenue
	Perris Trail Master Plan	Adopted February 2013	Throughout the City of Perris
	Stockpile plan to import 250,000 cubic yards of dirt material	Public review	Northeast corner of Ethanac Road and Goetz Road
	Conditional Use Permit 13-01-0011 is a proposal to construct a fueling center on a leased .75-acre portion of a 9.61 acre parcel within an existing shopping center	Public review	1688 North Perris Boulevard
	Phase II of Mercado Family Housing by increasing the number of residential units from 19 to 40 and reducing the commercial component from 17,000 square feet to 3,000 square feet setting aside 1,000 square feet for retail and 2,000 square feet. for a daycare facility	Initial Study/MND submitted January 30, 2013	Northwest corner of D Street and 10th Street
	Development Plan Review (12-05-0013) to construct a 75-unit multifamily apartment complex within 7 vacant acres. The project includes a 762-square-foot maintenance building, and a 2,875-square-foot. community room within the MFR-14	Initial Study/MND submitted January 24, 2013	Northwest corner of Jarvis Street and Ruby Drive
City of Moreno Valley	Warehouse Distribution Building: 1,616,133 square foot warehouse on 71.15 acres	In Plan Check	North side of Oleander Storm Drain between Indian Street and Perris Boulevard
	March Business Center would include construction of four buildings with a total of 1,484,407 square feet of space	Approved	Southeast corner of Iris Avenue and Heacock Street.

**TABLE 4-1
PLANNED AND APPROVED PROJECTS IN THE PROJECT AREA**

Planning Jurisdiction	Project	Project Status/ Construction Dates	Location
County of Riverside	1.2M–square-foot warehouse on 57.968 AC FTA #2013-03		North of Cajalco Expressway South of Martin East of Seaton West of Harvill Avenue
	EA FOR PP25192, permit an existing soccer complex with two (2) soccer arenas on an existing residential property		North of Orange Avenue South of Water Avenue, East of Center Street, West of Evans Avenue
	EA for PP25432, 436,552 SF Warehouse/Office Building with 176 Auto Parking Spaces and 89 Trailer Parking Spaces	Board of Supervisors	North of Placentia, South of Rider Street, East of Patterson Avenue, West of Harvill Avenue
Riverside County Flood Control District			
	Pyrite Channel Bypass Bypass for a storm drain in Pyrite Street discharging into Jurupa Channel	Under Construction	RCFC Zone I, Pyrite Street from Lone Trail to Jurupa Road
	Mira Loma – Beach Street Storm Drain Addition of a 6.800-foot storm drain	Under Construction	RCFC Zone I, Vicinity of Beach Street from 53rd Street to 58th Street
	San Jacinto Master Drainage Plan Lines C, B, and C-5 Storm drain improvements	Under Construction	RCFC Zone IV Esplanade Avenue to Midway Street to San Jacinto Street, South San Jacinto Street to Menlo Avenue, and east towards Santa Fe Street
	Sunnymead Master Drainage Plan Line P-6 Storm drain improvements	Under Construction	Perris Boulevard to Shirebourn Road along Eucalyptus Avenue
MAJOR TRANSPORTATION PROJECTS			
Riverside County Transportation Commission			
	Perris Valley Line Extension of the existing Metrolink 91 line	Under Construction	Extend the existing Metrolink 91 Line service from the Downtown Riverside station, 24 miles along the existing San Jacinto Branch Line terminating in Perris
	Interstate 215 North Project Improvements to Interstate 215	Pre-Approval	Nuevo Road to the 60/215 Interchange
	Interstate 215 Central Project Improvements to Interstate 215	Under Construction	I-215 between Scott Road and Nuevo Road
	Mid County Parkway Expansion of roadways and other improvements to alleviate traffic congestion in Western Riverside County	Pre-Approval	San Jacinto with the Perris area terminating at I-215

SOURCES: City of Perris, City of Moreno Valley, County of Riverside, Riverside County Transportation Commission

4.3 Cumulative Effects

4.3.1 Significance Criteria

Based on Appendix G of the CEQA Guidelines, a project may be deemed to have a significant effect on the environment if the project has impacts that are individually limited but cumulatively considerable, meaning that the incremental effects of the project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The potential cumulative contribution of the proposed project in conjunction with the other identified projects is discussed in this section by environmental topic area.

Aesthetics

The geographic scope of cumulative aesthetic impacts encompasses the views from Ramona Expressway. The proposed project in conjunction with other projects in the vicinity would result in short-term visual impacts during construction. Construction activities would require the use of heavy equipment and storage of materials at the construction zone. During construction, excavated trenches, stockpiled soils, and other materials within the construction easement would constitute negative aesthetic elements in the visual landscape that would affect views of the area. As noted in Chapter 3, the temporary construction-related effects would be considered significant and unavoidable on a project basis.

Upon completion of construction, the three project components (the release structure upgrade, the conveyance facilities which would range in height from approximately 4 feet to 9 feet, and the chute or channel which would be developed below grade) would all be visible from the Ramona Expressway. In conjunction with other projects in the area including the Perris Dam Remediation Project and development on Ramona Expressway, the views from Ramona Expressway will continue to urbanize, modifying from rural views to urban views.

Because the proposed project is not within a designated scenic vista or scenic highway corridor, the proposed project would have less than significant aesthetic impacts by itself. Considering the short-term nature of project construction and the limited scope of views affected, the project's contribution to adverse visual changes in the region would not be cumulatively considerable.

Significance Determination: The proposed project will not have cumulatively considerable aesthetic impacts.

Air Quality

The geographic scope of cumulative air quality impacts is the South Coast Air Basin (Basin). Concurrent construction of the proposed project with other projects in the air basin would generate short-term emissions of criteria pollutants and toxic air contaminants, including suspended and inhalable particulate matter and equipment exhaust emissions. Other projects that would contribute to cumulative impacts on air quality are shown in Table 4-1.

With respect to determining the significance of the proposed project's contribution to regional emissions, South Coast Air Quality Management District (SCAQMD) recommends that if an individual project results in air emissions of criteria pollutants (reactive organic gases, carbon monoxide, nitrogen oxides [NO_x], sulfur oxides, and particulate matter with an aerodynamic diameter of 10 micrometers or smaller [PM₁₀] or 2.5 micrometers or smaller [PM_{2.5}]) that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard. The Basin is currently classified as a federal nonattainment area for ozone and PM_{2.5}, and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}. As shown in Table 3.2-6, with mitigation (Mitigation Measures AQ-1 and AQ-2) the project's emissions of ROG, NO_x, PM₁₀ and PM_{2.5} would not exceed SCAQMD's daily thresholds during construction. Therefore, temporary construction emissions would not result in a cumulatively considerable impact.

The long-term impacts of the project to air quality would not be cumulatively considerable because once constructed, the project would add negligible air emissions to the Basin in the form of periodic maintenance of the emergency release facility. Furthermore, the proposed project would also be consistent with SCAQMD's air quality management plan. Thus, the project would not conflict with SCAQMD's air quality planning efforts for nonattainment pollutants and would not lead to a cumulatively considerable net increase in nonattainment pollutants during operations.

Significance Determination: The proposed will not have a cumulatively considerable air quality impact.

Biological Resources

The geographic scope of the biological resource area is the open space and undeveloped/undisturbed areas directly impacted by the proposed project site and the surrounding areas.

The project would cause temporary impacts to existing grassland and scrub habitat. After construction, most of the disturbed areas would be vegetated and rehabilitated to reduce impacts to biological resources within the State Recreation Area (SRA) Segment. This project would also cause some permanent impacts to low-quality grassland and scrub habitat mainly along the Western Segment.

In conjunction with other projects in the area, the project would contribute to the reduction of natural habitats and open space. In addition, implementation of Mitigation Measures BIO-1 through BIO-7 would reduce impacts to special-status species to less-than-significant levels. With implementation of mitigation measures and because the only habitat permanently lost as a result of the proposed project would be low-quality habitat, the project would not have a cumulatively considerable impact to biological resources.

Significance Determination: The proposed project will not have cumulatively considerable biological resource impacts.

Cultural Resources

The geographic scope of this resource area encompasses the northwest trending Perris and San Jacinto Valleys surrounded by the Bernasconi Hills and the Russell Mountains and immediate vicinity. As described in Chapter 3, no prehistoric or historic resources were identified within the project area; furthermore, it does not appear that any specific paleontological resource would be affected by the proposed project, and it is unlikely that human remains would be encountered during construction activities. Because of the low likelihood of encountering cultural resources during project construction, in conjunction with other projects, the project would not contribute considerably to cumulative cultural resource effects in the Perris and San Jacinto Valleys.

Significance Determination: The proposed project will not have cumulatively considerable cultural resource impacts.

Energy

The geographic scope of potential cumulative impacts to energy encompasses the electrical grid system in western Riverside County that is supplied by Southern California Edison. Implementation of the proposed project would not impact energy supply within the project vicinity. Construction of the proposed project would require non-renewable energy, such as gasoline and diesel, to power construction equipment. The only component of the project requiring energy supply would be the automated valve to release water during an emergency drawdown. Operational energy usage from the proposed project in conjunction with the projects shown in Table 4-1 would not result in a cumulatively significant impact to energy supply.

Significance Determination: The proposed project will not have cumulatively considerable energy impacts.

Geology, Soils, and Mineral Resources

The geographic scope of potential cumulative impacts related to geology, soils, and mineral resources encompasses the northwest trending Perris and San Jacinto Valleys surrounded by the Bernasconi Hills and the Russell Mountains and immediate vicinity. Implementation of the proposed project would not impact mineral resources. Construction of the proposed project would include earthwork activities that could expose soils to erosion and loss of topsoil during construction activities. Impacts of the project to soil and erosion loss would be less-than-significant with implementation of a Stormwater Pollution Prevention Plan (SWPPP) and geotechnical investigations during design. Seismic impacts generally do not combine with other impacts to result in a cumulatively significant impact. The project in conjunction with the projects shown in Table 4-1 would not result in cumulatively considerable geologic or seismic impacts.

Significance Determination: The proposed project will not have cumulatively considerable geology, soils, or mineral resources impacts.

Greenhouse Gas Emissions

As mention in Section 3.6 *Greenhouse Gas Emissions*, the Department of Water Resources (DWR) prepared its Greenhouse Gas Emissions Reduction Plan (GGERP) as a “Plan for the Reduction of Greenhouse Gas Emissions” for purposes of CEQA Guidelines Section 15183.5. That section provides that such a document, which must meet certain specified requirements, “may be used in the cumulative impacts analysis of later projects.” Because global climate change is, by its very nature, a global cumulative impact, an individual project’s compliance with a qualifying Greenhouse Gas (GHG) Reduction Plan may suffice to mitigate the project’s incremental contribution to that cumulative impact to a level that is not “cumulatively considerable” (see CEQA Guidelines, Section 15064, subd. [h][3]).

Significance Determination: As stated in Section 3.6, the proposed project will not have cumulatively considerable GHG emissions impacts.

Hazards and Hazardous Materials

The geographic scope of impacts associated with hazardous materials is generally the construction zone and the area within a quarter-mile radius; the geographic scope for wildland fire risk is the wildland area identified by the California Department of Forestry and Fire Protection, generally within the Perris Dam Remediation Project area. The proposed project would not contribute to any cumulatively hazardous impact. During construction, compliance with hazardous materials handling, disposal regulations, and implementation of a site safety plan would minimize the risk of cumulatively significant impacts. Compliance with Public Resources Code regulations governing the use of construction equipment in fire-prone areas would mitigate potential wildland fire risks on a project-by-project basis, thereby preempting cumulative effects. Impacts associated with hazards and hazardous materials would not be cumulatively considerable.

Significance Determination: The proposed project will not have cumulatively considerable hazards or hazardous material impacts.

Hydrology and Water Quality

The geographic scope of potential cumulative water quality impacts encompasses the San Jacinto River and associated drainage areas. In conjunction with other projects in the area, construction could increase erosion and subsequent sedimentation. Local project compliance with stormwater National Pollutant Discharge Elimination System permits and project-level SWPPPs during construction and long-term maintenance would ensure that water quality impacts are addressed at a regional level. The project in conjunction with other projects would not significantly impair regional water quality.

The proposed project would convey stormwater from below the Perris Dam watershed to the Perris Valley Channel. In conjunction with other stormwater discharges, the project would contribute to the flow in the Perris Valley Channel during rain storms. Currently, during 100-year flood events, the Perris Valley Channel may not be of sufficient size to eliminate flood risks downstream of the project. The Riverside County Flood Control District is responsible for

designing and constructing flood conveyance facilities that accommodate flows from the watershed.

The emergency release facility is needed to convey emergency releases from Perris Dam to the Perris Valley Channel. No other project in the vicinity would add significantly to this water flow contribution, if it were to occur. The flow would be conveyed to the Perris Valley Channel, which is essentially dry during dry weather.

The proposed project would not increase stormwater runoff. Currently, stormwater runoff in the watershed is conveyed to the Perris Valley Channel in a ditch adjacent to the Ramona Expressway. The project would replace the ditch but would not increase stormwater runoff by creating large amounts of impervious areas. Therefore, the proposed project's contribution to cumulative effects would not be cumulatively considerable.

Significance Determination: The proposed project will not have cumulatively considerable hydrology or water quality impacts.

Land Use Planning/Agriculture and Forestry Resources

The geographic scope of land use impacts includes portions of Lake Perris, in an unincorporated area of Riverside County, and other land uses in the city of Perris. Lake Perris and the area immediately around the reservoir are owned by DWR and make up the Lake Perris SRA.

The proposed project would permanently affect a small portion of the Lake Perris Fairgrounds (3 acres of the 13 total acreage impacts along the Fairgrounds Segment) and a portion of an agricultural field along the Ramona Expressway. In conjunction with other projects, the proposed project would contribute to land use modifications in the immediate vicinity. The impact to the Lake Perris Fairgrounds would not be considered cumulatively significant, since other recreational opportunities exist and other projects are not restricting or reducing recreational opportunities in the region. In addition, the proposed project would allow for Lake Perris Fairgrounds activities to continue within the majority of the emergency release facility area. Most of the projects listed in Table 4-1 are commercial or utility and transportation infrastructure projects predominantly located in the urban and developed areas to the north and south of the project area. Therefore, the proposed project's contribution to cumulative land use impacts would not be considered significant.

Significance Determination: The proposed project will not have cumulatively considerable land use, planning, and agricultural and forestry resources impacts.

Noise

The geographic scope of potential cumulative noise and vibration impacts encompasses the proposed construction sites and immediate vicinity (within the range of audible noise from the facilities during construction).

The project would result in intermittent and temporary noise above existing ambient noise levels due to construction activities in the project vicinity. The proposed project would require the implementation of Mitigation Measures NOISE -1 and NOISE-4 to reduce off-site noise exposure and potential annoyance at the off-site sensitive receptors by prohibiting nighttime blasting and sheetpile driving and creating a Blasting Plan, and NOISE-3 requiring contractors to properly maintain equipment, install mufflers, and utilize quieter procedures to the extent practically feasible. In addition, NOISE-2 and NOISE-3 would require notification to local residents and park visitors of nighttime construction work and establish an on-site complaint and enforcement manager to track and respond to complaints. Even with implementation of these mitigation measures, the proposed project would nonetheless result in temporary significant and unavoidable impacts at the nearest residential and recreational receptors for the duration of the daytime and nighttime construction activities. The proposed project would be constructed following the completion or close to the completion of the Perris Dam Remediation Project. Although the emergency release facility would prolong the duration of the construction noise, it would not significantly increase the noise effect. Once the projects are constructed, noise levels in the area will be exclusively from the traffic and recreational land uses. However, because the proposed project would result in a temporary (short-term) significant and unavoidable noise impact during construction, the project's contribution to construction noise levels generated by other nearby cumulative projects in the project area vicinity (i.e., the Perris Dam Remediation Project) would be considered to be cumulatively considerable at the nearby off-site sensitive uses (i.e., residences located across the Ramona Expressway).

Significance Determination: The proposed project's short-term noise impacts are cumulatively considerable even with incorporation of mitigation measures, and would be considered significant and unavoidable.

Public Services, Utilities, and Service Systems

The geographic scope of potential impact to public services, utilities, and service systems is confined to the City of Perris municipal services and to Riverside County emergency services. As described in Chapter 3, construction of the proposed project would not result in significant project impacts associated with the planned or accidental disruption of utility services, potential temporary increased demand for police and fire department services, or increased demand on waste disposal facilities. Implementation of Mitigation Measure UTIL-1 would ensure that a temporary emergency access road would be implemented if the full closure option (Option B) for bridge construction of Evans Road is required. Construction activities of the proposed project would have a less-than-significant impact with mitigation on public services in the project area because the project's impacts would be temporary during the construction period. Construction activities associated with many of the projects listed in Table 4-1 also could result in the disruption of utilities service or temporarily increase the demand for public services. Implementation of Mitigation Measure UTIL-2 would ensure that public services are not significantly impacted and that no long-term outages would occur during construction. Therefore, the project's contribution to cumulative impacts to public services and utilities would not be cumulatively considerable.

Significance Determination: The proposed project will not have cumulatively considerable public service, utility, or service system impacts.

Recreation

The geographic scope of potential cumulative impacts to recreational resources encompasses the immediate city of Perris and local Riverside County. The increased residential development in the area would increase local demand for recreational facilities. The proposed project would not increase population or recreational uses in the area. Therefore, the proposed project would not add to cumulative impacts.

Because of the availability of other recreational opportunities in the area and the lack of permanent impacts to recreational resources caused by other projects, implementation of the proposed project would not contribute to a cumulatively significant loss of recreational opportunities, including motocross facilities, in the local area.

Significance Determination: The proposed project will not have cumulatively considerable recreational impacts.

Transportation and Traffic

The geographic scope of this impact area lies within a 3-mile radius of the proposed project in unincorporated Western Riverside County, the city of Perris, and the city of Moreno Valley. The roadway network on which construction workers and construction vehicles (including trucks that would transport equipment and fill material to and from the worksite) would travel to access the site consists of regional highways and local roadways.

As described in Chapter 3, the proposed project would result in short-term increases in vehicle trips, reduced access to roadways, increased potential for traffic safety conflicts, and increased wear-and-tear on designated haul routes. Although some of the project impacts would be reduced to less than significant with proposed mitigation measures, the overall construction activities and road closures would cause significant and unavoidable impacts during construction. Thus, the project could further contribute to cumulative traffic and circulation impacts when considered in combination with projects listed in Table 4-1.

As stated on Chapter 3.13 *Transportation and Traffic*, roadway constriction due to lane and/or roadway closures during bridge construction would result in significant and unavoidable traffic impacts during construction along the Ramona Expressway, Evans Road and the designated detour route even with incorporation of Mitigation Measures TRANS-1. Mitigation Measure TRANS-1 would require DWR to change turn phasing at several intersections to protected-permissive and restripe intersections to create additional lanes. Implementation of a Traffic Management Plan would further help reduce some of the impacts of construction on the cumulative traffic condition. The project area would return to pre-project conditions once construction is complete and would have no impact on traffic. However, with the implementation of the projects listed in Table 4-1, there is a possibility that their construction timelines would overlap with the proposed project and cause a temporary cumulative impact if the same road segments are significantly impacted

simultaneously. Therefore, the proposed project would result in cumulatively considerable impacts to traffic and circulation in the project vicinity.

Significance Determination: The proposed project's construction impacts are cumulatively considerable impacts on traffic or circulation even with incorporation of mitigation measures and the establishment of a Traffic Management Plan, and would be considered significant and unavoidable.

References

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